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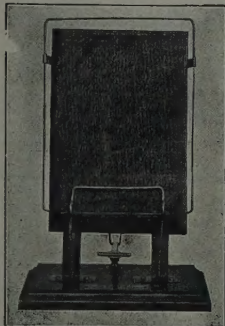
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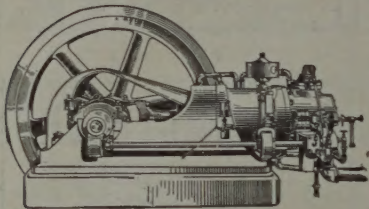
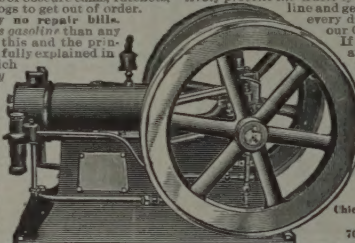
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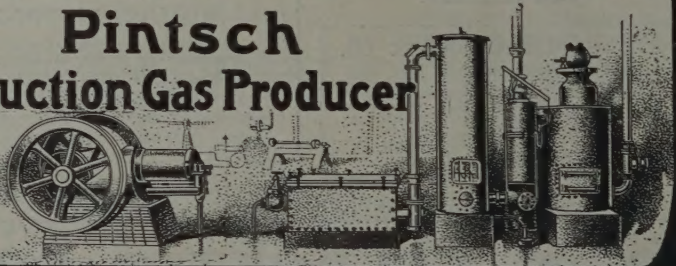
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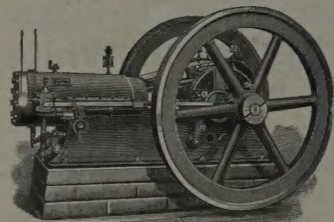
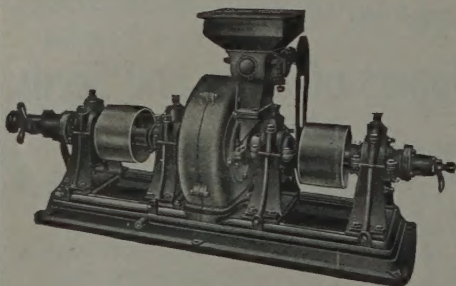
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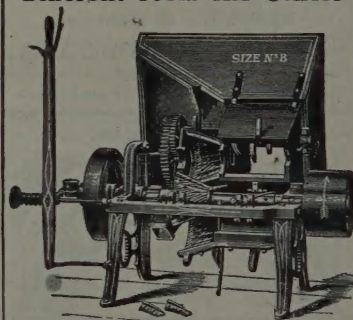
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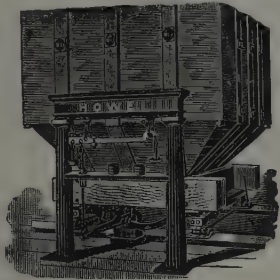
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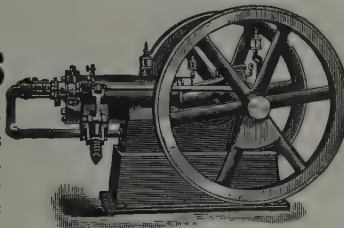


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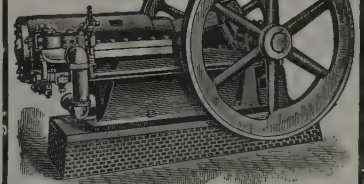
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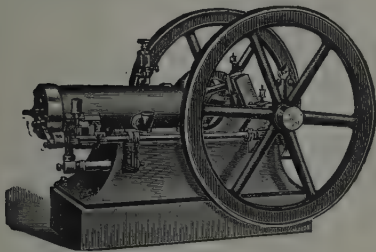


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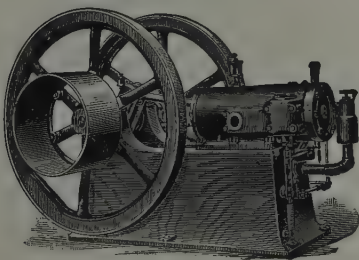
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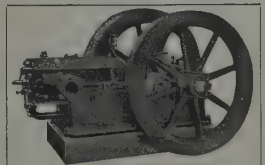
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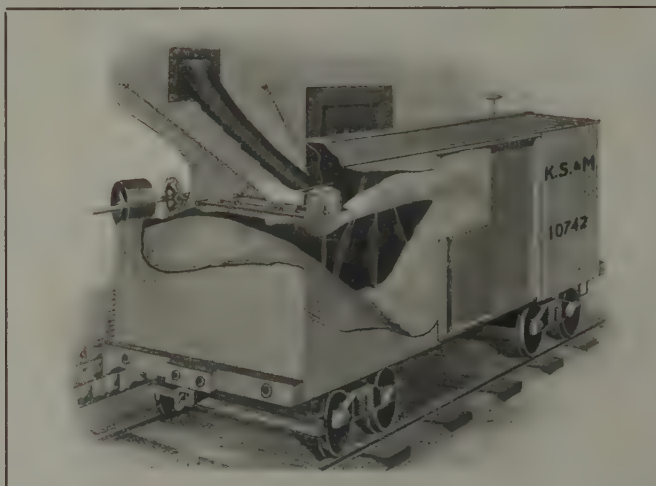
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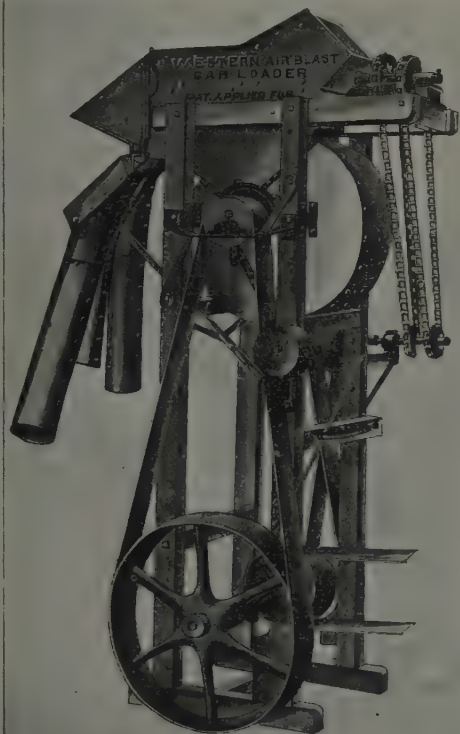
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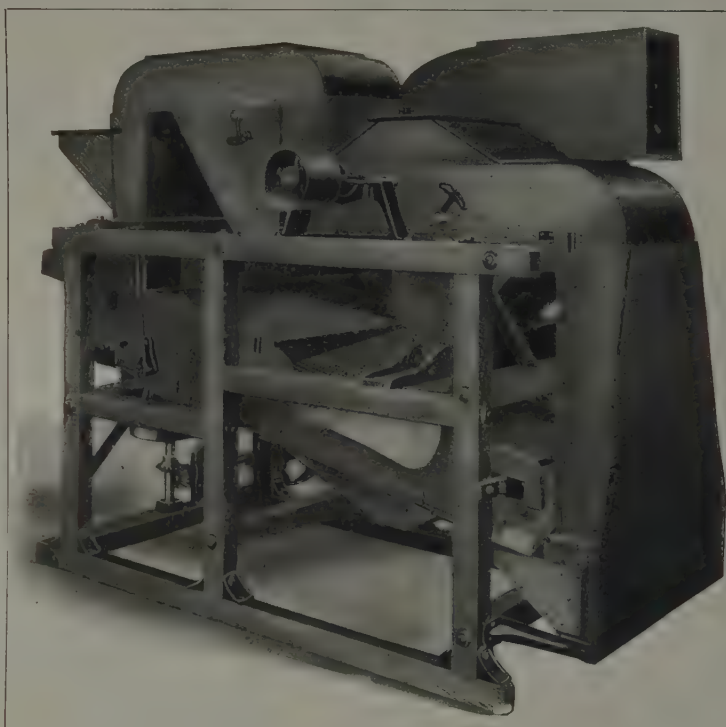
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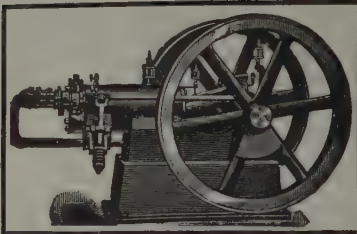
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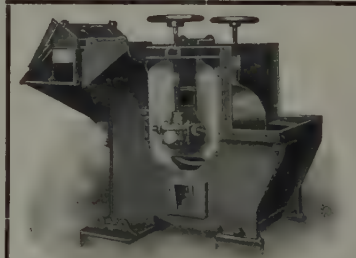
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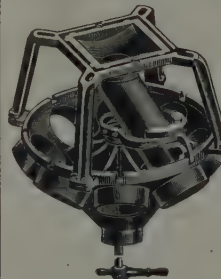
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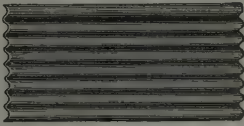
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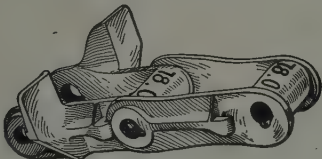
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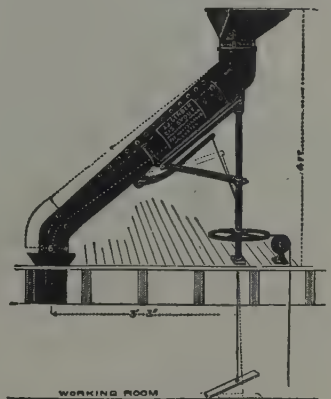
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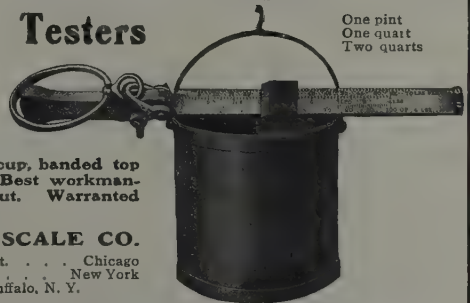
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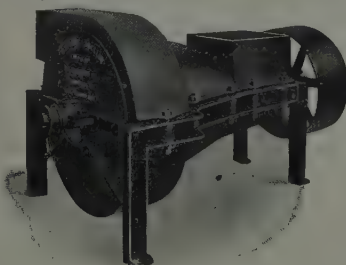
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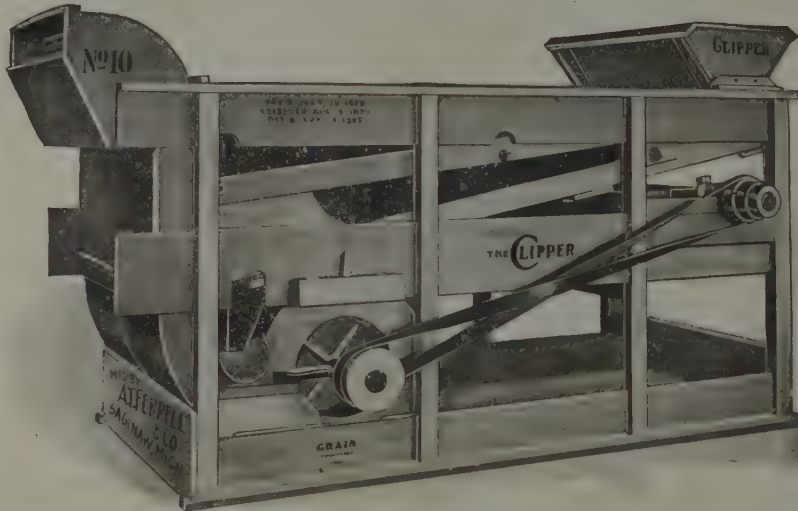
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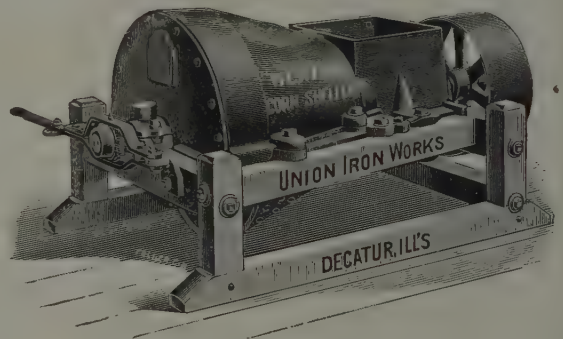
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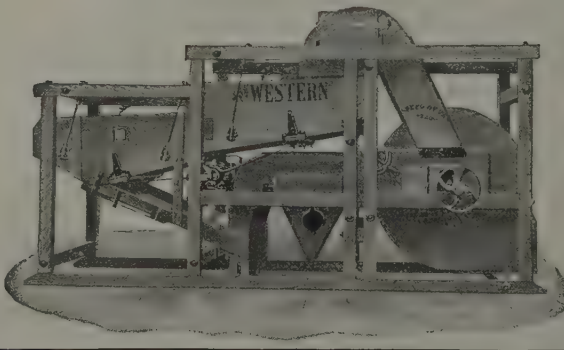


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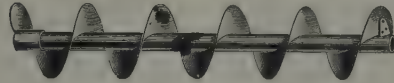
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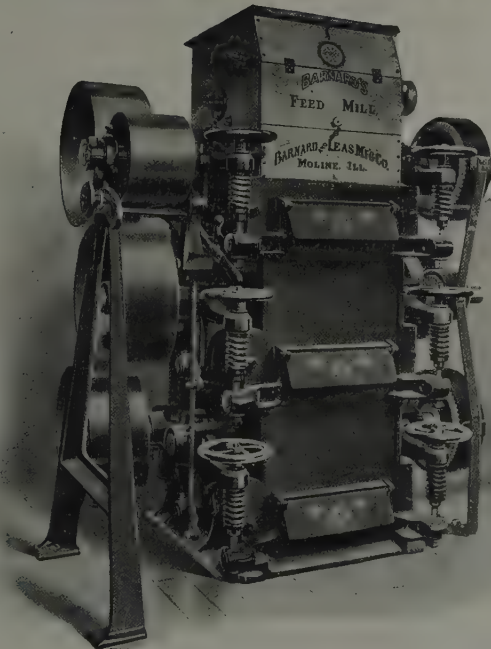
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FOR SALE—A 200,000 bushel grain point, in A No. 1 condition; located in Central Illinois. Write for full information to Rose, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—15,000 bushel elevator in Central Nebraska; hopper scales; Fairbanks engine. All in excellent condition. Address Yes, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE or will trade for Iowa land, a good grain and coal business located in central Iowa. Possession at once if wanted. Address Mel, Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

ELEVATORS FOR SALE—Send for list No. 20 and supplements No. 1 and No. 2. The largest number ever offered the prospective purchaser. C. A. Burks & Co., Decatur, Illinois.

GOOD ELEVATOR for sale, 18,000 bushels capacity; 2 dumps; 8 h. p. gas engine. Mill feed, seeds, salt and good coal business; good location. B. C. Bell, Geneva, Franklin Co., Iowa.

SMALL GRAIN WAREHOUSE for sale "dirt cheap"; located in best grain section of South Dakota. For particulars address L. S. Hetland, Banker, Valley Springs, South Dakota.

AN ELEVATOR for sale that is in best repair. In good grain territory, close to good market. Coming crop prospects excellent. Address T. I. C., Box 7, Grain Dealers Journal, Chicago, Ill.

TWO NEW ELEVATORS for sale on St. Paul Road. Best two grain points in northern Iowa. Will sell very cheap. Have other business. Address Charles, Box 5, Grain Dealers Journal, Chicago.

FOR SALE—One-half or whole of central Iowa elevator and coal business; only elevator at station; doing good business. Snap for some one. Address Clair, Box 6, Grain Dealers Journal, Chicago, Ill.

WE OFFER what we consider one of the best grain points in Illinois for sale. We can't begin to give you an idea of it in this notice. Send for full particulars. Address Best Elevator, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—One of Indiana's best elevators; 100,000 bushel capacity; one elevator at station; thoroughly modern; \$20,000; annual profits 40 %. If you mean business, write CLAYBAUGH REALTY CO., Frankfort, Ind.

FOR SALE.

Three elevators nearly new in N. E. Iowa; gasoline power; all in first class condition; in splendid farming community. Address T. J. Ryan, Real Estate Agt., Charles City, Ia.

ELEVATOR for sale in grain belt of Central Iowa; 25,000 bushels capacity; fine building; everything in good shape. Business since 1st of August, 125,000 bushels grain and 700 tons of coal. B. F. Dixon & Co., Washington, Iowa.

125,000 BUSHEL ELEVATOR in Indiana for sale. Equipped with machinery including oat purifier, Hess grain drier, etc.; handles 400,000 bushels a year. Plant practically new. Address Lam, Box 6, Grain Dealers Journal, Chicago.

GRAIN, coal and lumber business for sale in western Indiana; will be sold right. Here is a good chance. No competition in either line. If you mean business write at once. Address Ton, Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND COAL business in Ohio for sale; new building; well equipped with new and modern machinery; gasoline power; own ground and side track; is a good paying business; good reasons for selling. If you mean business write, as it will be sold. Address John, Box 12, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

ELEVATOR FOR SALE, 20,000 bushels capacity; located on D. T. & I. and Pan Handle Rys. Operated by steam power; in good repair and running. Handled 100,000 bushels grain since July. Will be sold on account of the owner's death. E. D. Brubaker, St. Paris, Ohio.

TWO ELEVATORS in eastern Indiana for sale; two of the best locations in the state for profit. Large territory; easy competition; first-class lumber yard with one and fine retail business with both. Will sell separately or together. For particulars address H. H. Deam, Bluffton, Ind.

FOR SALE—In northwestern Iowa, 20,000 bushel cribbed elevator; 6 h. p. gasoline engine; two stands elevators; doing 150,000 bushel business annually; cribs for 5,000 bushels corn. Best of competition; also 7 room residence, price \$7,500. Address Yards, Box 5, Grain Dealers Journal, Chicago, Ill.

FOR SALE OR TRADE for Kansas, Oklahoma or Missouri land, one of the best elevators in N. E. Kansas. Has steam power, sheller, cleaner and hopper scales; has handled 300,000 bushels of grain in one year; good coal and feed trade. One of the best paying propositions in the State. Address Near, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE OR TRADE for land or western cattle ranch—brick mill and frame elevator; up to date, in good repair; 100-bbl. Plansifter, good corn meal system; located in southeastern Nebraska. Also a grain elevator in southwestern Nebraska for sale; good country, large shipments and only two elevators. Address Box 151, Tecumseh, Nebraska.

WELL EQUIPPED ELEVATOR located at Conway Springs, Sumner Co. Suitable for handling, both local and transit business. Power scoops, car lot hopper scales, cleaners, etc.; 75 h. p. steam plant; first class condition. Some cash, balance payments and long time to suit. One of best wheat counties in Kansas; some corn and oats also. Address H. L. Strong Grain Co., Kansas City, Mo.

ELEVATOR FOR SALE—Situated in northwest Iowa; in one of the best corn and small grain sections; built five years; have handled 105,000 bu. to the first of March; elevator cribbed, 24' by 24' by 35' high; two annexes, 24' by 24' by 18' high; good belt conveyers, 6 h. p. Fairbanks-Morse gas engine and scales; good office; corn crib for 35,000 bu.; coal house, new; 12' by 36' by 12' high. Good trade competition. The best reasons for selling. Address C. B. L., Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE, up to date elevator in Central Iowa; capacity 25,000 bushels; three stands, cribbed, three dumps, No. 2 Victor corn sheller, Barnard & Leas double screen corn cleaner, small grain cleaner, seed cleaner, scientific mill and 20 h. p. Fairbanks Morse gasoline engine put in last fall. Bins all hoppers. Eight lots go with property, and elevator is on owner's ground; also coal sheds, wagon, scales, etc., all in fine condition, and good business; will bear investigation. Owner's reason for selling, other business demands his attention. Might exchange for good Iowa or Minnesota farm worth the money. Look after this if you want a good business. Address C. & N., Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

ELEVATOR FOR SALE IN SOUTHERN OHIO—Elevator, coal and feed business. No competition in either line. Handles 150,000 bushels of grain annually. Located on C. H. & D. R. R. Address C. H. L., Box 5, Grain Dealers Journal, Chicago.

ELEVATOR AND COAL BUSINESS for sale; located in one of the finest grain belts in Iowa; the only elevator in town, has a capacity of 20,000 bushels; equipped with very good machinery; a 35 horse steam power; new 6 horse International gasoline power; cylinder corn sheller; scientific mill; large oat clipper; cleaning mill, hopper scale, two platform scales, a car loader and cribs for 5,000 bushels corn. A good paying business. Good reason for selling. Can give possession at once. Write if you are looking for a good place. Address D. D., Box 8, Grain Dealers Journal, Chicago, Illinois.

MISCELLANEOUS.

WRITE FOR my list of Ohio elevators. Aaron Smick, Decatur, Ill.

IF YOU want to buy an elevator I have sellers; if you want to sell one I have buyers. List with me either way. Elevator property handled in Iowa, South Dakota, North Dakota and Minnesota. Write me your needs at once, with full description. Address W. M. Bemis, Pipestone, Minn.

John A. Rice of Frankfort, Ind., who was with UNITED GRAIN CO. over five years, has taken charge of Mills and Elevator Dep'ts with CAPITAL REALTY CO. of Indianapolis and CLAY-BAUGH REALTY CO. of Frankfort, Ind. If you want to sell, list with us for quick results. If you want to buy, secure one of our large line of Central Indiana's choice elevators. No commission charged in any case, unless we furnish the buyer. Our acquaintance with grain men, elevators and conditions governing, on over 10,000 miles of railroad, guarantees both buyers and sellers best of service. Write us, come and see us.

LEASE AND EQUIPMENT FOR SALE.

FOR SALE—Lease and equipment for grain elevator, installed and in running order; large capacity and first class switching facilities; fine location. Will sell at low figure if sold at once. Splendid opportunity for small investment. Address O. N. Frenzel, Trustee, Merchants National Bank, Indianapolis, Ind.

PARTNERS WANTED.

PARTNER WANTED—A young man with \$2,500, good at office work, can secure an interest in a paying business connected with the Grain Trade. Address Partner for Office Work, Box 8, Grain Dealers Journal, Chicago, Illinois.

PARTNER WANTED—in one of the best feed mill propositions in Illinois. A fine town of 6,500 inhabitants; a fine territory. Would consider proposition on the entire property. Write at once for full information. Address John Kull, Pontiac, Ill.

ELEVATORS WANTED.

WANTED—to buy an elevator handling not less than 200,000 bushels annually. Address Lock Box 15, Wellsburg, Ia.

ELEVATOR WANTED in North Dakota in exchange for a good grain farm in N. D. Address C. Todd, Grand Harbor, N. D.

ELEVATOR WANTED in Minnesota or Northern Iowa in exchange for land in Southern Minnesota. Address Box 145, Mapleton, North Dakota.

EXCHANGE \$3500 residence, Minneapolis, Minn., for elevator in South Dakota. Will pay difference. Address F. C. Metcalf, Madison, South Dakota.

ELEVATOR or mill and elevator wanted for good improved Illinois, Missouri or Iowa farm. Address Inde, Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED—One that is handling not less than 200,000 bushels annually; must be in good town, with good territory, and show that they are actually doing the business they claim; give detailed description of everything in connection with the plant in first letter and name lowest cash price. Address Greeley & Co., Sandusky, Mich.

ELEVATOR WANTED—Will trade a good farm of 160 acres in eastern Oklahoma for one or two elevators in Oklahoma or southern Kansas. Farm is located in the best farming country, near good town and prospects of oil and gas on and in the surrounding locality. Only a few miles from proven field. Will pay cash for first class elevators doing good business. Address E. E., Box 6, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

FOR SALE—50 barrel roller mill. No other mill in the village. Terms to suit purchaser. Owner desires to retire on account of age. A. Richmond, Clifton Springs, N. Y.

FOR SALE—250 barrel full roller equipped flouring mill; also electric light plant supplying electricity for a village of 1100 inhabitants. Will sell separate. For full particulars address C. Tinker, Fenton, Michigan.

FOR SALE—Feed mill and coal business in connection; population 8,000 and has only one flouring mill. Splendid opportunity for young man. I wish to retire from business. Address Chas. N. Scheidt, Van Wert, Ohio.

MILL FOR SALE—A money-maker for right party. Corn meal, graham, buckwheat and feed mill for sale; doing a flour and feed jobbing business; also retail flour, feed and coal. Last year's business amounted to \$50,000, with good margin of profit. Reason for selling, ill-health, must have change of climate. Write at once. Address Central, Box 7, Grain Dealers Journal, Chicago, Ill.

SHIPPERS

are continually consulting these pages. If you want their business, use space in the Grain Dealers Journal

SITUATIONS WANTED.

POSITION WANTED—By experienced bookkeeper with grain firm. Best references; moderate salary. Address Box 238, Harris, Iowa.

SITUATION WANTED—As manager of grain station with experience and best reference. Address F. H. C., Box 5, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by experienced bookkeeper and grain man. Station in good section on joint account preferred. Best references. Address Santa, Box 8, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—As manager of country elevator; have been actively engaged in grain business for 18 years; last 10 years for myself. Address Indiana, Box 3, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—As barley buyer for the coming season. Am a barley expert and can give first-class references and entire satisfaction. Address Barley Buyer, Box 8, Grain Dealers Journal, Chicago, Ill.

GRAIN SOLICITOR familiar with the trade in Kansas, Nebraska, Oklahoma and Missouri, desires position with good grain firm, as solicitor or manager in grain elevator. Address Solicitor, Box 8, Grain Dealers Journal, Chicago, Ill.

WANTED—Position by young man as bookkeeper or manager of grain business. New town in western state preferred. Highest references in every particular. Address Rankin, Box 7, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED—As traveling superintendent or auditor by a man well qualified by years of experience to give perfect satisfaction. Best of references. Address H. W., Box 8, Grain Dealers Journal, Chicago, Illinois.

GRAIN, BROKERAGE AND COMMISSION MEN—my specialty, expert telegraph operator; rapid on typewriter; traveled on road ten years; manager and board of trade experience; best references. Give me a trial. Address H. M. Talcott, 714½ Francis St., St. Joseph, Mo.

MAN WITH eight years' experience in grain business wants position with good firm, either office manager, bookkeeper, buyer or salesman. Am a hustler; work no object; good salary expected. Am employed, but have good reasons for change. If interested, drop a line to Bear, Box 7, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANTED—Manager for country station in Wisconsin, about 50 miles from Milwaukee; must be a good judge of barley. Position permanent. Address Wisconsin, Box 8, Grain Dealers Journal, Chicago.

HELP WANTED—We want a young man or young woman who is a good bookkeeper and familiar with office work to take \$3,000 stock in our Company and take a position with us. Address Bookkeeper and Office Work, Box 8, Grain Dealers Journal, Chicago, Illinois.

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

WILL SELL our 8 h. p. gasoline engine at half price. Just put in 16 h. p. Jensen & Zapp, Emerson, Neb.

FOR SALE—36 h. p. gas or gasoline engine; used three months; good as new. Address Hammond, Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Gas or gasoline, 12-h. p. engine; made by W. P. Callahan & Co., Dayton, Ohio. Nearly new. Reed-Bear Grain Co., Hicksville, Ohio.

FOR SALE—2½ h. p. Weber, almost new, \$60. 3 h. p. Backus, new, \$85. 2½ h. p. Weber, new \$90. Address H. Pittenger, 22 So. Canal St., Chicago, Illinois.

STEAM ENGINE, 12x24, new, drop cut-off valves. Economical. GAS ENGINE, 15 h. p. Bargain. W. S. McKinney, 204 Dearborn St., Chicago.

FOR SALE—One 8 h. p. vertical gasoline engine; Stickney make. Address N. W. Rig., Cor. & Stg. Wks., Minneapolis, Minn.

NEW ERA gas or gasoline engine for sale, 26 h. p. Been in use for nine months. For particulars, reasons for selling, etc., write to S. B. Foot Co., of Red Wing, Minnesota.

FOR SALE—White gasoline engine; capacity 10 h. p.; all attachments; good as new. Cost \$600, will sell for \$350. Address Western Autographic Register Co., St. Paul, Minn.

FOR SALE—One new 2 h. p. International Harvesting Co. gasoline engine; good puller and slick runner, and in fine condition. Vertical type. Address C. C. Danford, Ethel, Ohio.

FOR SALE—One 35 h. p. Russell engine 300 R. P. M.; one 30 h. p. Russell engine 300 R. P. M., fly wheel 42" x 9", cylinder 8" x 10". Address The Iola Portland Cement Co. of Texas, Dallas, Texas.

2ND HAND ENGINES for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

FOR SALE—One 12 h. p. White horizontal stationary gasoline engine; one 12 h. p. Erie City steam engine; one 12x8½x10 Worthington duplex steam pump, also several smaller sizes. All in good repair and at bargains. Enterprise Machine Co., Minneapolis, Minn.

FOR SALE.

1 6 h. p. Webster in good condition, \$175.

1 10 h. p. Thompson-Lewis, fair condition, \$175.

1 5 h. p. Charter old style, good condition. Will sell very cheap.

Lennox Machine Co.

307 3rd St., South. Minneapolis, Minn.

GASOLINE ENGINES FOR SALE.
1 4½ h. p. Webster engine with electric spark, good condition.

1 6 h. p. Dempster engine with magneto spark, in good condition.

1 7½ h. p. Webster engine, good as new.

1 25 h. p. Olds engine, good condition.

ALLEN P. ELY & CO.

OMAHA,

NEB.

ENGINES FOR SALE.

FOR SALE—Slightly used engines of different makes, sizes 2 to 25 h. p. Have all been put in first class shape and will sell cheap. Address Witte Iron Works Company, 526 West 5th St., Kansas City, Missouri.

MISCELLANEOUS FOR SALE.

CARD INDEX CABINETS at a bargain. 6 dwr. Globe \$5.10; 9 dwr. Library Bureau \$9; 12 dwr. Yawman & Erbe, \$10.80. Good condition. Round rods. Address 504 Traders Bldg., Chicago, Ill.

FOR SALE—One No. 7 Monitor elevator separator; one 4-ton wagon scale; also pulleys, shafting and elevator supplies, new and second hand. Address Machinery Exchange Co., Kansas City, Mo.

BARLEY DEGERMINATOR for sale. Made of oak with front and back of glass; dimensions 11 in. high x 7 deep and 15 in. wide, 8 adjustable glass shelves. Price \$5. Address 504 Traders Bldg., Chicago.

SPECIAL BARGAINS.

Brass grain testers, shellers, cleaners, crushers, feed and attrition mills, dust collectors, separators, scourers, oat clippers, steam cornmeal dryers and elevator specialties and machinery of all kinds. If you have not got what you want, know where to get it. Write for circulars, A. S. Garman Sons, Akron, Ohio.

FOR SALE.

1 pulley 30 inch diam. 12½ inch face.
1 pulley 50 inch diam. 8 inch face.
1 pulley 20 inch diam. 14 inch face.
1 No. 3 Cornwall cleaner.
1 No. 3 Dickey dustless grain separator.
1 McGrath corn sheller, cap'y 900 bu.
1 4 h. p. automatic steam engine.
All the above is in good order.
Nobbe Bros. Farmersville, Ill.

FOR SALE

6 Odell roller mills double,
100 h. p. B. & W. water tube boiler,
4—½ ft. burr mill,
4 No. 2 Smith purifiers,
1 Centrifugal flour dressing machine,
28 elevator boots and heads with legs, belts and buckets complete,
1 pair Howe 60 bushel hopper scales,
2 flour packers,
126 iron pulleys, various sizes,
110 bevel and spear gears, various sizes.
Lot of shafting, bearings, couplings, etc.
All of above very cheap.

CHAS. F. SHERRIFF CO.,
11 Jackson Bldg. Pittsburg, Pa

MACHINES WANTED.

WANTED—Reel or shaker sieve that will handle the cracked corn from a twenty-four inch attrition mill, or an eighteen-inch French Burr, and make three grades of meal and cracked corn. Address Mead Grain Co., Union City, Ind.

A CARD LIKE THIS

Would do YOU a great
deal of good at a
small cost.

MACHINES FOR SALE.

VICTOR CORN SHELLER NO. 0, capacity 200 to 300 bus. per hour; for sale cheap. Address Nat. Box 7, Grain Dealers Journal, Chicago, Ill.

TO REDUCE stock we offer our \$12 foot power hand bean pickers with grading cylinder for only \$7 cash. Miller Bros., Rochester, Michigan.

FOR SALE—One No. 1 Barnard & Leas Victor corn sheller. One No. 1 Barnard Leas dustless single screen corn cleaner. Address Wm. Suckow, Franklin, Indiana.

FOR SALE.

1 No. 1 Wilford 3 roll feed mill.
1 No. 2 Wilford 3 roll feed mill.
Lennox Machine Co.,
307 3rd St., South. Minneapolis, Minn.

FOR SALE—Two 12 inch double needle screen Invincible grain separators 88 No. 4 and 88 No. 5½. Both in first class condition. Need the room for other machinery. Address Young, Box 7, Grain Dealers Journal, Chicago, Ill.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

SCALES of all kinds; repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

THE STANDARD SCALES, for all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than the price. NOT IN THE TRUST. The Standard Scale & Supply Co., Station U, Chicago, Ill.

**FOR SALE
SCALES**

One new 100-ton, 40-ft. Fairbanks Railroad Track Scales. Price low for prompt disposal.

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M. R. H., P. O. Box 1356,
Pittsburg, - - - - - Pa.

STANDARD SCALES OF RECOGNIZED MERIT.

We meet every requirement of the best of the GRAIN TRADE. We are not controlled by, or in any way connected with, the "MONSTER" SCALE TRUST.

Des Moines Scale & Mfg. Co.,
Des Moines, Iowa.

ENGINES WANTED.

WANTED—Good, second hand, 30-h. p. tubular boiler and 20 to 25 h. p. steam engine. Address Reed-Bear Grain Co., Hicksville, Ohio.

ENGINES AND BOILERS.

FOR SALE—One 20 h. p. Atlas boiler, nearly new; one 10 h. p. Atlas engine, in A No. 1 condition; also pump and connections. Address Paul A. Moratz, Bloomington, Ill.

SEEDS FOR SALE.

FIRE CURED seed corn for sale. Address The McKim Co., Thorntown, Ind.

HUNGARIAN Seed for sale. Write for samples and prices. Address C. E. Nichols & Co., Lowell, Ind.

PURE MACARONI seed, wheat and Odessa flax for sale. Address P. G. Towner, Fargo, North Dakota.

KAFFIR CORN, MILLET AND CANE a specialty. Write for prices. J. G. Peppard, Kansas City, Mo.

REID'S Yellow Dent seed corn, Silver mine oats, choice clover and timothy seed for sale. Fred McCulloch, Hartwick, Ia.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

FIRST CLASS JOHNSON GRASS SEED for sale. Samples and prices on request. Address Lambertson Mill & Grain Co., Brownwood, Texas.

GOOD SEED OATS for sale about 1,000 bushels cut before September frost; clean and free from all foul seeds. Address Buffalo Ranch, Regina, Man.

WESTERN HEADQUARTERS for Alfalfa, Clover, Timothy, Millet, Sorghum and Kaffir Corn. Write for prices. Missouri Seed Co., Kansas City, Mo.

FOR SALE—Walker's Golden Dent seed corn; guarantee 95 per cent to grow; \$1.50 per bu. Special price in 10 bushel lots. Lew Huddleston, Winamac, Ind.

RED, WHITE ALSIKE and ALFALFA CLOVERS and MEADOW FESCUE for sale in car lots or less. Address S. G. Courteen, Seed Merchant, Milwaukee, Wis.

CARLOADS AND LESS: Red Clover, White Clover, Alsike, Kentucky Blue Grass, Red Top and Orchard Grass. Samples and quotations gladly furnished on application. Address W. H. Small & Co., Evansville, Ind.

DWARF ESSEX RAPE.

Let us know how much you want. We will send you sample and make our best price delivered your station; also Pure Seed Flax, Fancy Timothy and Field Seeds of all kinds. Medium, Alsike, Mammoth Clover, etc. Address N. H. Adams & Son, Decorah, Iowa.

KANSAS SEED HOUSE, F. Barteldes & Co., Lawrence, Kansas, are headquarters for ALFALFA, BROME GRASS, ENGLISH BLUE GRASS, CANE SEED, KAFFIR CORN, RUSSIAN SPELTZ, MACARONI WHEAT, DWARF ESSEX RAPE, OKLAHOMA DWARF and other BROOM CORNS, KHERSON OATS and all other FIELD, FARM and GARDEN SEEDS. Ask NOW for quotations.

GRAIN WANTED.

NO. 2 RYE WANTED. Address G. D. J., Box 7, Grain Dealers Journal, Chicago, Ill.

WHITE WHEAT wanted, suitable for chicken feed, in car lots. Address Buffalo Cereal Co., Buffalo, New York.

MILLING RYE wanted. Send samples and we will make prompt offers. T. G. White Cereal Co., Cedar Rapids, Iowa.

HOT AND DAMAGED CORN of every description wanted. Address L. F. Miller & Sons, 2931 N. Broad St., Philadelphia, Pa.

PURE white corn wanted. Must be dry and free from yellow. Send average sample and get bid. Address Buffalo Cereal Co., Buffalo, N. Y.

KAFFIR CORN wanted. We want the names of dealers who have this article for sale. Address Kaffir, Box 7, Grain Dealers Journal, Chicago, Ill.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

HAY WANTED.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

SEEDS WANTED.

CLOVER SEED WANTED. Mail samples. Car lots or less. Address Berne Grain & Hay Co., Berne, Ind.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

GRAIN FOR SALE.

MIXED CARS a specialty—flour, feed, rye, oats & corn. Send along your orders. Goshen Milling Co., Goshen, Ind.

MISCELLANEOUS WANTED.

NAMES WANTED of mills or jobbers who deal in **COTTON SEED MEAL**. Address Eastern, Box 4, Grain Dealers Journal, Chicago, Ill.

CIPHER CODE WANTED—I want a copy of Jennings' New England Telegraph cipher. Must be in good condition. Address Code, Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED—Definite information regarding the efforts of the railroads now being made to buy elevators along their right-of-way. As I understand it, the carriers are permitting a portion of the freight due on each shipment to be applied on the purchase. Any information will be treated confidentially. M. M. & Co., Box 5, Grain Dealers Journal, Chicago, Ill.

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BAG
COMPANY**

DO YOU USE BAGS?

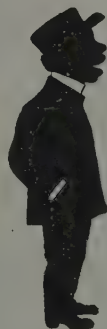
If so, it will be to your advantage to send for our price list and compare it with that of others—quality for quality—price to price. Satisfied customers by the hundreds are proof of our ability to "make good." Send for it to-day.

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THE RIGHT PLACE For Your Business is on the Right Road

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Opportunities for nearly all lines of business in live towns on a live road where you get a square deal

Write today to Industrial Department C. G. W. Ry., St. Paul, or E. B. Magill, Manager Townsite Department, Omaha.

THE PRACTICAL GAS ENGINEER

(3rd Edition)

If you operate a gasoline engine you need this book for it tells about the operation and care of one. Written by a man of practical experience. Contains 140 pages neatly bound in cloth. Price \$1.00.

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We have been manufacturing this Cleaner for twenty years, and never had a complaint on same.

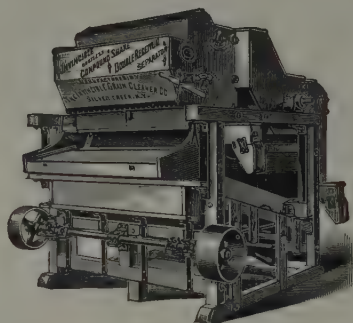


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When you want a separator for your mill or elevator, get an

INVINCIBLE

then you know that you have the best. There is none better. We build them in all sizes and can fit them with our brush cleaner under the cockle or main screen when desired. Write for prices.

Invincible Grain Cleaner Co.

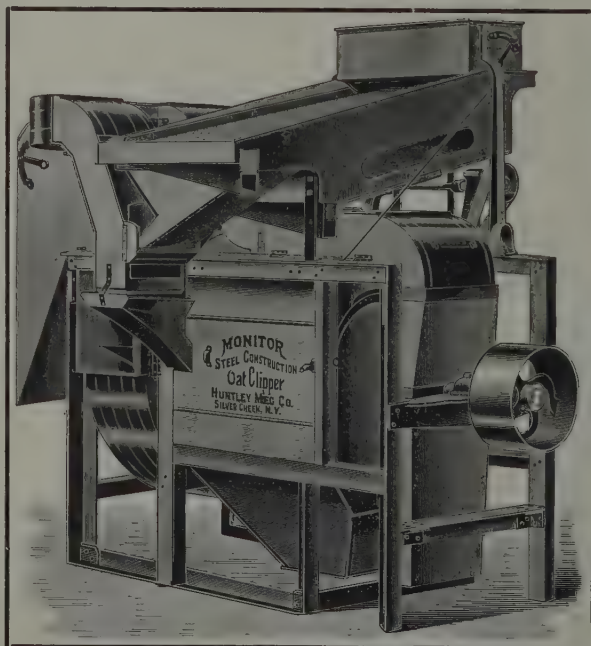
Silver Creek, N. Y.

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Geo. J. Noth, 501-502 Traders Bldg., Chicago, Ill., Phone Harrison 667.
Edw. A. Ordway, 512 Exchange Bldg., Kansas City, Mo.
C. L. Hogle, Balchorne Block, Indianapolis, Ind.

N.W. Representatives—Strong & Northway Mfg. Co., Minneapolis, Minn.

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**OAT
CLIPPER**

A machine that has all the advantages of our regular Oat Clipper and in addition is practically indestructible from wear, fire or other causes.

Special folder on request. Write for it to-day.

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302 Traders Bldg., Chicago, Ill., F. M. Smith, Agent.
318-318 4th Ave., So. Minneapolis, Minn., A. F. Shuler, Agent.
121 Front St., New York, N. Y., J. W. Perrine, Agent.
34-40 Beale St., San Francisco, Cal., Berger-Carter Co., Pacific Coast Agts.
Hotel Savoy, Kansas City, Mo., H. C. Draver, Southwestern Agent.



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OF CIRCULATION HAVE BEEN
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for reaching the grain dealers and elevator
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character and number of advertisements
in its columns tell of its worth. If you would
be classed with the leading firms, place your
announcements in the leading Journal.

Letters

on subjects of interest to those engaged in
the grain trade, news items and crop reports
are always welcome.

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CHICAGO, ILL., APRIL 25, 1906.

THE COAL strike bids fair to interfere somewhat with the movement of grain. In fact some railroads are already reported to be reducing their train service.

ANONYMOUS communications will not be published unless we know who the writers are. If your ideas are worth writing show the courage of your convictions by signing your name.

SELLING grain subject to destination weights continues to result in losses to shippers, as is shown by a communication in this number, and always will until shippers cease making such sales.

RYE and Kaffir corn have been sought by users of our "Grain Wanted" and "Seeds Wanted" columns recently, yet without buying all they want. Holders seem to be ignoring their opportunities.

LONG papers, even tho' they be bright and witty, will break up any meeting. Addresses and animated discussions are far more interesting to the average grain dealer and hold the crowd.

DEALERS who refuse or neglect to contribute their reports of crop conditions or stocks in store to association compilers of such information are not entitled to receive the summary compiled by the secretaries. These reports would be far more valuable to each recipient if all dealers would contribute to the fund of information from which they are compiled.

REBATES in favor of the "tin-plate trust" have cost the Burlington Railroad \$60,000 in fines recently. As these heavy fines become more numerous, the rebates may be expected to become fewer in number and shippers not so favored will have a chance to do business.

DEALERS are making more and more use of our "Asked and Answered" and "Letters from Dealers" columns for obtaining information and discussing mooted trade questions. This can not but interest and help other readers and the trade at large. Let us hear from you.

BIDS and offers have gone the way of puts and calls, been outlawed and stopped. Options on real estate and other property are permissible and, recognized in law, and it would seem that inasmuch as options are permissible in any line, they should also be tolerated in the grain trade.

WATER TIGHT boot pits can be constructed of concrete if the experience of different builders is of any value. One builder writes: "I built a concrete boot pit in four feet of water and it now stands in five feet of water, yet it is perfectly dry." The difficulty seems to be that every one does not know how to mix the concrete so as to make it water tight.

HOW very much more attractive to shippers is the terminal market which has a well conducted weighing department and representatives installed at every elevator. In no other way can satisfactory results be attained. Merely claiming a good weighing department does not make it so. It behooves the committee having supervision of weighing in the different markets to keep posted regarding what is being done elsewhere and not rest content with old time methods.

THE IMPORTANCE of providing heavy and firm foundations for grain elevators is again emphasized by the engraving of wreck shown in this number. A good foundation upon which you can rely is always a profitable investment. The loss due to interruption of business by collapse of elevator will always be more than what a first-class foundation would have cost. Then, too, it is somewhat irritating to have a house fall on you. Employ an experienced elevator builder and insist upon his building elevator right.

UNFORTUNATE indeed are elevator owners who can not induce their men to keep elevators clean enough to be approved by careful mutual fire insurance companies. It is to the interests of every elevator owner that his mutual company discriminates sharply against all dirty property, for the fire hazard is far greater. The more undesirable risks the mutuals can pass over to the stock companies, the sooner will property owners be impressed with the advantages of keeping properties clean.

UNDERBILLING for the purpose of reducing cost of transportation is a very useless proceeding according to the experience of the shippers who have been caught and forced to pay up. One shipper who expected a good profit on grain recently was grieved to pay \$1,700 more freight than he expected. Does this explain how low prices are quoted to interior points?

A RECEIVER who has not sufficient funds to pay balances due shippers or to buy a membership in the local grain exchange is hardly the one to select to represent any shipper who desires to derive a profit from business done, and yet there are such against whom shippers are now complaining. It is far safer to confine your business to members of the exchange in organized markets.

ELEVATOR men who permit their offices to be filled with gasoline fumes will be interested in an item appearing in the Nebraska news column this number, regarding the finding of an unconscious elevator man who was overcome with gasoline fumes. To start with, the engine should be so regulated as to consume all gasoline, but if you can not adjust it properly provide ample ventilation.

AN OKLAHOMA correspondent, who asks in this number Must Agents Sign Bs/L with Rate Inserted? is evidently greatly handicapped in his business. If grain shippers cannot depend upon the rates quoted by station agents then will they be forced out of business. Can it be that none of the railroad men understand their schedules of freight rates? Have they no confidence in their own ability to figure out a rate? How very ambiguous and involved must their schedules be.

THE HEPBURN Bill is still hung up in the United States Senate, the representatives of the railroads seeming to have sufficient influence to prevent passage of the bill as it stands. It does not give the Commission near enough power to end all discrimination between persons, places and commodities, but it will work an improvement over present conditions. Shippers should not be discouraged by the apparent advantage of the railroads in the Senate, but should go after their representatives with redoubled energy.

THE REPRESENTATIVES of the shippers and railroads have not yet agreed on any form for a uniform B/L to be used by the carriers, but they are still at work, and it is to be hoped that some action in keeping with the requirements of House Bill 15846 will soon be adopted. Many shippers have taken an active interest in this bill and are working hard with their representatives in Congress to secure its enactment into law, which will surely bring about a great improvement so far as interstate commerce is concerned. However, it seems unlikely that a different bill will be drafted for intrastate commerce.

"SHIPPERS' load and count" Bs/L have fallen into disrepute with Nashville bankers, who after paying drafts on parts of carloads, joined in an agreement to refuse to advance money on anything but a straight B/L properly signed by the railroad agent. It would be practicable for the bankers to accept such bills from shippers of known responsibility but to insist on railroad weights or verification of car's contents when dealing with persons of doubtful responsibility. One or two track scales would assist the railroad company in determining the approximate contents of a car and enable them to issue Bs/L near enough correct to protect the interests of the banker.

ST. LOUIS public elevator men have refused to re-elevate and weigh grain stored in their houses for reinspection unless paid one-quarter cent per bushel for the service. They claim re-elevation of so large an amount would interfere with their business and put them to large expense. If the public warehousemen have been mixing inferior grain with the contract grades as charged, how can they profit by it? Does not the inspection department insist upon grading grain out just as it was graded in? If elevator men wished to do a mixing business they would find more profit in erecting a cleaning elevator. Mixing in a public storehouse is supposed to be strictly forbidden.

STATE SEALERS have recently been in session at the Bureau of Standards, Washington, D. C., in the hope of inaugurating a movement which would result in the adoption of uniform weights and measures throughout the entire country. The variations now in force in different states are ridiculous and serve principally to handicap those using such weights or measures to the advantage of other persons outside the state. No better example of this can be found than the Ohio and Indiana laws making 68 lbs. of ear corn a bushel. The value of corn in surrounding states is too potent a factor for even the legislatures of the two states named to be able to ignore it, and legislate value into corn cobs.

A KANSAS court has decided that the rule of the Kansas City Live Stock Exchange fixing the amount of commission to be charged for buying and selling live stock is a violation of the anti-trust laws and must be rescinded. Courts elsewhere have repeatedly refused to interfere with grain exchanges in their governing the acts of members and it is not likely they would decide otherwise was their right to regulate commissions brot into question. Being a voluntary organization those who desire to ignore the rules can withdraw and do so. It is much better for the trade at large that the grain business of central markets be regulated by exchanges, then will dealers not honestly disposed be forced out.

'WRITTEN CONTRACTS for the future delivery of grain by farmers are worth their weight in diamonds when the market price goes up. A case of this character is cited in our "Asked and Answered" column this number, and no doubt the buyer, who desires the experiences of other dealers, would be able to win his case even tho it be tried before a jury of farmers, who as a rule discountenance the breaking of contracts. We have published many cases of similar character, where decision was given to the buyer, but have had no reports of like cases decided in favor of the seller. In cases of verbal contracts, it is quite a difficult matter to prove the terms of the contract. Where printed forms are used and the essential features of the contract recorded in writing, there is no doubt left as to both parties having a clear understanding of the agreement. Hence the jury is seldom able to decide other than in favor of the buyer.

MISSOURI INSPECTION.

Much kicking has been indulged in by millers, receivers and others interested in the grading of wheat at Kansas City and St. Louis during recent months, with a final resort to the State Board of Warehouse Commissioners. An investigation has disclosed the fact that the trouble was due as much to a difference of understanding as to what was intended by the rules, as to the lax work of the inspection department. It will always be so as long as inspection rules are made so broad and indefinite as to admit of any old thing being graded.

When the rules, upon which all are supposed to depend for a definite understanding of the scope of a grade, specify by percentages the amount of defective grain, foreign matter and moisture permissible, then will it be a very simple matter to determine accurately and positively as to what grade shall be assigned a certain lot of grain. Much time has been wasted by the trade in an attempt to give definite meaning to words which in general use are too indefinite even to be considered in clothing ideas as to what constitutes a grade.

The Missouri Commission has taken a type sample which different interested parties have agreed is a fair average sample of No. 2, and hermetically sealed it for the future guidance of its inspectors. Type samples give excellent assistance in forming uniform ideas regarding what shall be admitted to a grade. How much better would it be to adopt the percentage system of grading and then school the inspectors by giving one afternoon a week to a review and criticism of their week's work as well as a testing of doubtful grades with screens, drier and balances.

A weekly meeting of the track and house inspectors, even without the adoption of the percentage system would result in far more uniform work than has yet been attained in any market, and nothing so quickly destroys confidence in the work of an inspection department as to have the same lot of grain given different grades by the same department.

FREE SEEDS NO MORE.

At last the committee on Agriculture of the Lower House of Congress has reported the agricultural appropriation bill and that too without any appropriation for the trash which has burdened the United States mails under the name of "free seeds."

It has been doubted that the committee would have nerve enough to keep this steal out of the bill, but public sentiment against grafting and grafters has grown so strong that the chairman in his report said: "The item covering the congressional free distribution of vegetable and flower seed has been omitted from the bill. There is not, and never has been, any warrant of law for this expenditure, and the item simply has been tolerated in appropriation bills." This steal has disgraced the government and the people. May it never reappear.

BETTER CROP REPORTS WANTED.

The Ohio Millers Ass'n at their recent annual convention adopted resolutions recommending specific improvements in crop reports, all of which can be heartily endorsed by every grain dealer of the land.

The resolution condemns estimates of condition as being unnecessary and the result of guess work. A demand is made for more accurate statistics as to the acreage and their prompt publication upon compilation.

An excellent bill is now pending before Congress providing for an appropriation of \$250,000 which would provide sufficient help to secure and compile quickly the essential facts. If the government can not afford sufficient money to provide reports in which the public can have confidence, then it should cease attempting any work along this line. The crop reports of the past, which are based so largely on guess work, are a discredit to the government and a detriment to the people. Let the reports be made accurate and reliable, or discontinue them.

SHOULD PAY FOR SHORTAGES.

In the disclosure of the methods adopted by the members of Henry Heile's Sons, Cincinnati, in reporting short weights to country shippers, is emphasized the necessity for shippers to insist upon having official certificates of weight and inspection, in order to guard their own interests.

In this case the regular official blanks were used, but the offenders neglected to secure the signature of the official weighmaster—a small oversight which many shippers failed to discover. A long acquaintance with the different firms of many markets and the few exposures convinces us that the tricksters, who wud brazenly indugne in such sharp practices, are not numerous in organized markets.

It is sincerely to be hoped that shippers, who suffered shortages in grain unloaded at Henry Heile's Sons' warehouse, will buncn their claims for losses sustained and bring suit to recover payment for the full amount of grain delivered. The firm is responsible and should be made to pay.

Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

WHAT ARE BEST SHIPPING POINTS FOR BEANS.

Grain Dealers Journal: I would like very much to learn where I can obtain white navy beans. Where are the best shipping points? Any information you can give will be greatly appreciated.—W. H. Crozier, Nashville, Tenn.

INFORMATION REGARDING JACKSON, MISS., TRADE WANTED.

Grain Dealers Journal: Do you have any information in regard to the Hannah Distributing Company of Jackson, Miss., and can you give me the names of any other grain dealers at that point? Do you have any information in regard to the general condition in that market? Are there any terminal elevators there?—W. A.

IS FARMER LIABLE FOR DEFECT?

Grain Dealers Journal: I would like to have the opinion of readers of the Journal relative to a breach of contract and what recourse I have.

Mr. G. sold me 3,500 bus. of shelled corn at 35c, and as his stepfather and brothers were interested I drew and had him sign the contract reproduced herewith.

They were to start shelling and delivering 2 days later and did so, but had to quit on account of rain and consequent bad roads. One of the boys came to see me about it and I extended the time verbally 5 days, as the 5 days given in the contract expired the same day he came to me. In the meantime the market advanced 1 cent, and they demanded the extra cent. I refused to give them the advance or to compromise in any way whatsoever, and they hauled the corn to my competitor, my parting shot to them being that I would bring suit for the difference and incidental expenses. I think we have a legal case but would like to have an opinion of others who have been up against just such propositions.—W. A. Bird.

SAMPLE PAGE OF STOCK BOOK WANTED.

Grain Dealers Journal: I wish to get up a stock book which will be simple and easy to handle and would like very much to see forms printed which have been given a practical test by country elevator men. Hoping to see different forms printed in the Journal, I am.—E. K. Sowash.

MUST AGENTS SIGN B/L?

Grain Dealers Journal: I would be pleased to learn if railroad agents can be made to sign B/L with rate inserted. I have had some heavy losses by the rate being changed a few days before I made shipment. I always insert the rate in the B/L, but the agent refuses to sign with the rate and marks same out claiming there is so much complication in rates and should there be an error he would be held responsible. I would be glad to read the experiences of other shippers on this line in next issue of the Journal. Yours, L. G. O.

HAS RAILROAD RIGHT TO COLLECT EXCESS FREIGHT?

Grain Dealers Journal: Will some shipper who knows inform us through your columns if a R. R. Co., has the right by law to collect freight in excess of the amount of grain specified by the invoice or at least can they not be forced to weigh the car at destination and ascertain whether or not invoice weight is correct? We have had experience recently where the freight bill called for considerably more than invoice weight and we were forced to pay excess freight and enter claim with railroad for over charges. Whether it will be collected or not remains to be seen. Yours very truly, Turley & Steele, Charleston, W. Va.

PROPER CONSTRUCTION OF ELEVATOR LEG.

Grain Dealers Journal: I note what Mr. Van Ness says regarding construction of elevator legs, but doubt that his plan will give satisfaction. Any carpenter can join ends of planks and face up, but that would not fill the bill for me. I want the front leg plumb from top to bottom, 4 ins. wider than the cup belt and deep enough to give clearance of 2 to 4 ins. for the cups.

The back leg takes the slant or incline from boot to head and has no curve or angle at any point. If a very long leg it should be given an additional depth of 2 to 4 ins. in order to take care of the sag of the back belt.

Both legs must have telescope joint of 18 ins. at top just under deck. This will

take all weight of leg from boot pan and keep head and spouts in place. It will also prevent the leg from springing out of plumb. Two-inch material should be used for sides and one-inch for facing. A. C. Carroll, Jackson, Neb.

WOULD PLACE CUPS 18" CENTER TO CENTER.

Grain Dealers Journal: Replying to Thos. J. Hall's question in the Journal of Apr. 10th regarding the proper placing of cups on belts we would say, that the distance varies somewhat according to the size of cup, also size of pulley used in elevator head.

For a 7"x16" cup, the size mentioned in the query, we would use a 40"x19" pulley in head and place our cups 18 inches from center to center and speed the head to 34 and not to exceed 36 revolutions. Larger and smaller pulleys in proportion. If head is properly made and adjusted he will find cups will fill and discharge very satisfactorily. Yours truly, Schrader & Donehoo, Sidney, O.

Association Meetings.

May 10-11th, Wichita, Kan.—The grain dealers and millers of Kansas, Oklahoma and Missouri will meet in joint session.

May 11th, Wichita, Kan.—The Wichita Board of Trade will entertain the visiting grain dealers with a banquet.

May 15-16th, Des Moines, Ia.—The Iowa Grain Dealers Ass'n. will hold its annual meeting. An excellent program is being prepared and a rate of one fare plus \$2.00 for the round trip from any point in the country has been granted.

May 24-25th, Fort Worth, Tex.—The Texas Grain Dealers Ass'n. will hold its annual meeting.

May 31-June 1st, Minneapolis, Minn.—The Tri-State Grain Dealers Ass'n. will hold its annual meeting, low rates being granted from many points in the country to that city on account of the annual meeting of the Federation of Women's Clubs. However, no dealer will be permitted to attend the Federation meetings.

June 4-5th, Chicago, Ill.—The Grain Dealers Nat'l. Ass'n. will hold its Tenth Annual Meeting in the Auditorium Hotel, where a banquet will be given by Chicago receivers on the evening of the last day.

June 12-13th, Peoria, Ill.—The Illinois Grain Dealers Ass'n. will hold its annual meeting and be entertained on the second day by a pleasure trip up the Illinois River, which affords one of the most picturesque rides to be found anywhere.

June 27th, Indianapolis, Ind.—The mid-summer meeting of Indiana Grain Dealers Ass'n. will be held at Claypool Hotel.

July 3, 4 and 5th, Put-in-Bay, O.—The Nat'l. Hay Ass'n. will hold its annual meeting and expects every hay dealer to bring more than a pocketful of hay with him for exhibit of samples.

July 6-7th, Put-in-Bay, O.—The Ohio Grain Dealers Ass'n. will again meet at Put-in-Bay to permit its members to take advantage of the beginning of the open season at the Casino, the bathing beach and slot machines. Every Ohio dealer will be required to attend.

May wheat soon must be liquidated. Open contracts far exceed the stocks in position to be delivered on contract. Close observers state that most of the contracts are held by those wanting the grain, in which event May shud command a premium over July while the shorts are closing their trades.

This Agreement Witnesseth:

That, *Wm. Grow & Sons*, sellers, have this day sold to Fair Grain Co., 3,500 bushels of shelled corn which they warrant to be good, dry, sound merchantable grain, and they agree to deliver said grain to Fair Grain Co., at Prompt, Nebr., within five days from date on this contract.

Sellers above named further represent and warrant that this grain is now in their possession owned by them, and is free from all liens and incumbrances whatsoever.

Buyers agree to pay sellers thirty-five cents per bushel for this grain upon delivery as agreed in this contract.

Signed at Prompt, Nebr., this tenth day of April, 1906.

FAIR GRAIN CO.,
By W. A. Bird, Agt.

WM. GROW & SONS,
By John Grow.

Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

SHOULD HAVE BEEN EXPELLED.

Grain Dealers Journal: If the two partners of Henry Heile's Sons are suspended from the Cincinnati Chamber of Commerce, as reported, for two years for issuing false certificates of weights, how much better will they be at the end of that time? I think they should have been expelled for all time to come. It is hard to reform one so old as they are. A boy can be sent to a reformatory. I know of none such for persons so old as the Messrs. Heile. Yours, Edwin Beggs, Ashland, Ill.

LOW BIDDERS SLIGHT THE JOB.

Grain Dealers Journal: Comment on the low bidding and poor work of "barn builders" is very timely. Altho it will not cure some builders of wanting to do work for nothing, it will have a good influence with grain dealers who want honest work done and are willing to pay a fair price, and I find that a large majority in this territory are of this class.

Last week I got a contract for an elevator \$400 over the lowest bidder and about \$200 over the next lowest. This is in a section where I built a number of elevators last year and one of my competitors built one. I got a fair price and built the best I knew how to do. He lost money on his job and in order to make the loss as small as possible did poor work and used poor material. The result is that neither he nor the parties he built for are at all satisfied with it, and, besides, he has lost a number of good contracts in that territory.

If elevator builders will establish a reputation for good work and honorable treatment of their customers they will get their best contracts in their own territory and where they are best known.—G. H. Birchard, Lincoln, Nebr.

CANNOT SUPPORT CLAIM WITH ORIGINAL B/L.

Grain Dealers Journal: We note the communication of R. C. Richards, General Claim Agent of the C. & N. W. Railway, in your April 10th issue regarding the papers necessary and which should be attached to overcharge claims for freight on railroad company, and that among the papers necessary is the original B/L issued for the property for which the claim is presented.

We hardly see why the claim agent should require the original B/L, properly canceled nor how he can ask shippers to furnish this document, as he is fully aware that on all large shipments billed "to order" that it is absolutely necessary that this original B/L be surrendered in order to get possession of the goods. That puts the B/L in the hands of the railroad company and nine times out of ten they will not surrender these original B/Ls, even though they are canceled, thus making it absolutely impossible to support claims in this manner. Other documents which Mr.

Richards mentions can usually be and are obtained, but the original "order" B/L, with few exceptions, cannot be submitted as evidence. Yours truly, Stockbridge Elevator Co., Jackson, Mich.

WANTS PUBLIC WEIGHERS' CERTIFICATES TO GOVERN.

Grain Dealers Journal: I have shipped a number of cars of corn in the ear and shuck this season and have had a number of claims for shortage that I was positive that corn was in the car, as we bought from farmers who loaded direct into car, and as many shipments run from 2,000 to 4,000 lbs. short, it shows very plainly that corn is stolen out at destination that was not weighed. In fact, where corn in the shuck is shipped the price is very high and many unable to buy as the freight is from 25 to 35 cents per bu., and by the time the retailer gets his profit out of it the corn is selling from 70 to 80 cents per bushels. At destination the merchant who is selling this car is at his store, and sending his customers to the car to load and trusting them to come back to his scales to weigh. There has been cases where the farmer loaded two wagons instead of one and only weighed one. Negroes have driven up to car, taken a load of corn and driven off without the merchant's knowledge, and of course the car will be short when the loads are added. It seems that all shippers of Snap corn to the South could establish a rule like the coal mines. Public Weighers' sworn certificates to govern settlements on snap corn and to be final. Would be glad to hear from other shippers of snap corn on the subject. Yours—L. G. O.

INSPECTING AND REPAIRING OF SCALES.

Grain Dealers Journal: During the fiscal year ending March 31, 1906, our scale expert, Mr. E. J. Nolan, has inspected and repaired over 800 scales, thus covering a large part of the state.

We have collected as charges for this work, \$3.00 per scale for each inspection of wagon scale, and \$2.00 for each inspection of hopper scale, the owner of scales paying drayage on test weights.

When repairing and adjusting has been done we have collected at the rate of 75c per hour for such extra work, also cost of any extra material, etc., used in such repairs.

The money thus collected has given us a very small surplus above the cost of the work, statement of which will be published in our Annual Report.

In order to do this work at the lowest possible cost, it is necessary for us to make up groups of stations and secure the applications from the scale owners in these compact groups, and the greater number of applications we secure, the lower will be the cost of the work and we hope to reduce the cost some what during the coming year as compared with last year.

The best authorities on scales insist that all scales should be tested at least once a year with not less than 1000 lbs. of test weights and we hope that grain dealers and other scale owners will co-operate with us by having their scales tested when solicited and we will arrange our work so that there will be an opportunity to test regularly about once each crop year.

We feel justified by experience in saying that we have established a very satisfactory method of conducting this work, and that we should receive the support

and co-operation of all scale owners to the end that it may be continued. We hope that you will give this work your serious consideration and support, and we shall be pleased to have any suggestions tending towards improvement. Respectfully yours, Geo. A. Wells, Sec'y. Des Moines, Ia.

ORIGINATORS OF OUTSIDE RECEIVING TRACKS AND STEEL BIN BOTTOMS.

Grain Dealers Journal: Referring to your article in the April 10th number of your Journal on the new Santa Fe elevator at Chicago, Ill., we wish to correct the false impression conveyed in this article wherein it speaks of "novelty in design in placing the tracks outside of an elevator." We claim to have originated and used the outside receiving tracks with separate track hoppers discharging to a conveyor belt, all claimed to be a novelty in this article, for nearly two years. We have installed this same receiving track system in the following elevators: C. P. R. Elevator "B," Fort William, Ont., 2 tracks; C. P. R. Elevator "E," Fort William, Ont., 2 tracks; C. G. W. Ry. Elevator, Kansas City, Mo., 5 tracks; L. S. & M. S. Ry. Elevator, Indiana Harbor, 6 tracks; Cleveland Grain Co., Sheldon, Ill., 3 tracks.

We would also say that we have applied for U. S. patent covering the features embodied in this track system.

Regarding the steel plate bin bottoms in wooden elevators, we also claim to have originated and were the first designers and users of this type of bin bottom. This was used in building the Canadian Northern elevator at Port Arthur, Ontario, in 1903 and 1904.

In closing this letter we would say that while we are willing at almost any time to allow our competitors to use our ideas, we think it a little strong when they just find them accidentally after they are a year or so old and claim them as a novelty. Respectfully yours, The Barnett & Record Co., F. R. M. Queen, Manager, Minneapolis, Minn.

WOULD REQUIRE RAILROAD COMPANIES TO DELIVER FULL AMOUNT OF GRAIN RECEIVED.

Grain Dealers Journal: Short out-turn weights on grain shipped to the various markets has been a much discussed problem of the grain trade since our good Joseph of old stored corn in Egypt. There is nothing connected with the business of buying and shipping grain which is of such vital importance to the grain man as that very trying problem.

After years of experience, a good part of which has been spent in reviewing the matter, I am thoroughly convinced that if our state and national grain dealers' ass'ns. will take up the matter in earnest with a view of having state and national laws regulating transportation, so amended as to require railroads which accept grain for shipment to deliver the full amount at destination, we will get relief. When railroads fail to make such delivery, shippers shall deduct from the freight on such grain the value of the shortage in dollars and cents at the price commanded by the grain which is delivered. Such laws would solve the problem for all time to come.

The Illinois law is plain enough, but the railroads simply ignore it. To compel them to make good shortages in shipments is certainly sweetness long drawn out. The statute of limitations generally

overtakes the majority of claims of this character. At least this has been the experience of our firm to the tune of thousands of dollars.

The law should be made so stringent as to assess an immediate fine of \$500 for any hesitation on the part of a carrier to comply with it.

I would also have the law provide for \$25 per diem should railroad delay settlement; or better still, such delays should work a forfeiture of all the freight on the grain. Such laws would encourage railroad companies to carefully guard shippers' grain in transit and at destination. E. R. Ulrich, Jr., Springfield, Ill.

AGAIN DENOUNCES INTEREST ON ADVANCES.

Grain Dealers Journal: In your issue of Apr. 10 I see an article by "A Traveler, Minneapolis, Minn.," taking exception to my article in the Mch. 25 number, and attempting to justify the new rule of the Board of Trade, which charges interest on advances on consignments of grain. As he says, a man behind a fence never sees the other side. He signs himself "A Traveler," and I have no doubt he is a traveler for some commission firm, and his effort is evidently an attempt to please the firm he is traveling for. He proceeds to unfold the fact that when a shipper draws on a consignment he actually has the use of the commission firm's money until the grain is weighed, and invites me to ponder over this and then decide whether it is reasonable that I should pay interest on it during that time. I have pondered and still hold that it is decidedly unreasonable.

Now let us get on top of the fence and look at both sides of it. Take the shipper's side first. The shipper must first secure a plant to handle grain which will cost him from \$3,000 to \$10,000. This he must keep insured, which comes high. Then he must keep up repairs, pay running expenses and hired help. He must pay insurance on grain in elevator and on account of trouble in getting cars he must carry a large insurance, which also comes high. Now admit that he handles three hundred thousand bushels, which is above the average, and that he buys it on a cent margin—he cannot buy on more—and you begin to see where the country buyer is. He is bound to have some of this grain miss grade, and in many instances it is not the fault of the grain, either; then he has to submit to an unreasonable discount. He will also have about one per cent shortage in weights. So that at the end of the year if he comes out with one-half his margin he is in luck. In fact, we all know that not one in ten does. Admitting that he does, he would receive on his investment of at least \$10,000 in plant and working capital and for his own time, \$1,500 to live out of and save what he can.

The commission firm or firms to whom he ships also get \$1,500. They run no risk whatever. It takes but a small part of their time and under the new rule they have no capital invested. They have no insurance to pay, no loss by short weight or misgrading.

The shipper takes all the risk, puts in all his time and \$10,000 capital, and if lucky gets \$1,500 a year out of his business.

The commission man puts in part of his time, runs no risk and under the new rule invests no capital, and gets \$1,500 a year out of the shipper's business.

I invite Mr. Traveler to compare these last two facts—these two sides of the

fence—and it may be he will think of something.

It appears to me that it is plainly no injustice to the commission men for them to put capital enough in their business to pay drafts on consignments from their shippers without charging interest for it. It has so appeared to the men composing the Board of Trade from its origin—shrewd business men who would not have submitted to any injustice. The spirit displayed by the board in passing this rule is not in keeping with its past history; not in keeping with common justice or good business sense, and will certainly react to the detriment of the Board and also Chicago. The goose can lay in some other nest.—A Shipper, Triumph, Ill.

CLAIMS PROPERLY SUPPORTED RECEIVE QUICKEST DECISION.

Grain Dealers Journal: There is very little to be said in regard to the proper method of presenting a claim. Most grain dealers know what the railroad companies require in the way of papers, but for the benefit of those who do not, I might state that we should have in all cases the B/L and freight bill. Then, if it is a claim for loss or damage to the grain, the claimant should attach to the above documents everything he has to support his claim in the way of certificates, inspections, and opinions. If the railroad company has all this at the start, it will simplify the investigation materially and a decision can be given much more quickly, than if we must dig for all the information that is already in the possession of the claimant.

In a claim for overcharge on a straight rate proposition the B/L and freight bill are all that are necessary.

A claim for overcharge in weight, of course, must be supported by all the necessary documents bearing on the weight, showing just how the claimant is convinced that we have overcharged.

If all grain dealers will be particular to see that their claims are well supported with the proper documents, they will get the decision from the railroad company in a very short time.

As to the character of a claim which railroad companies are willing to consider, that is something for which there is no answer; each case must be decided on its merits. No claims should be presented unless the parties are thoroughly convinced that they have a good case. I mention this as a great many claims are presented to the railroad companies which have no merit, and must necessarily be declined. When they have a good case and it is properly presented, they can rest assured that they will be fairly treated by the railroad companies. Yours truly, R. Kirkland, F. C. A., Ill. Cent. R. R., Chicago.

Government crop report figures for three years, with acreage, condition and indicated yield are given in a comprehensive folder issued by Bartlett, Frazier & Carrington, who will send a copy free of charge to readers of the Grain Dealers Journal on request.

Since Professor Moore of the government weather bureau promises to make public the methods on which the weather forecasts a month in advance are to be based, wheat market operators will have an opportunity to organize their own weather forecasting service on the same basis.

W. H. Perrine.

The recent announcement that Harris, Scotten Co. would withdraw from the cash grain trade caused unusual surprise and regret. However, the cash business is to be continued by a man who has always been closely identified with this part of the Harris, Scotten business, Mr. W. H. Perrine having adopted the style of W. H. Perrine & Co. and taken over the cash business of Harris, Scotten Co. in Illinois and Missouri.

Mr. Perrine, who was a graduate of Amherst College, Mass., in 1888, started in the grain business in Kansas City in 1891 with Davidson & Smith. Later he represented their interests at Winfield and Parsons for about two years and a half. He then returned to Kansas City and operated the Argentine Elevator for nearly four years, during which time he had charge of F. H. Peavey & Co.'s Union Pacific Elevator for two years.

Six years ago he came to Chicago as wheat man for Richardson & Co., and also managed their country elevator stations in Illinois and Missouri. When this firm's business was taken over by Harris, Scotten Co., he continued with the new firm in the same capacity.

The firm of W. H. Perrine & Co. will be incorporated under the laws of Illinois and provided with ample capital and en-



W. H. Perrine, Chicago.

ergy to push this part of the business as heretofore. It will operate 34 stations in the two states on the line of the Santa Fe, and also do a general receiving and shipping business, making a specialty of consignments and millers' orders. Mr. Perrine, having long been identified with the cash trade, knows well its requirements and is well prepared to look after the interests of patrons.

Italy is increasing its per capita consumption of wheat.

Moses Haas was taken into the custody of the federal department of justice Apr. 11 in connection with the old indictments against him for complicity in the conspiracy to secure advance information of crop reports.

A grain sampling machine made by a London firm extracts a certain percentage of all the grain passed thru it. Eight bus. are fairly represented by a pint sample, containing the exact proportions of dirt and foreign grains in the bulk.

Dinner of Chicago Barley Association.

The Chicago Barley Ass'n., organized some time ago to promote the interests of the Chicago barley trade, gave a Stein Dinner at the Palmer House, April 17th, in the hope of promoting more friendly relations between members of the trade.

The dinner was served in the "Gold Room," the tables being arranged in the form of a square with chairs on the out-



President Herman Mueller.

side only, so the diners on opposite sides of the square faced one another. The menu cards were enclosed in sample envelopes from the grain sampling department of the Board of Trade, which were clearly stamped "IF TOO FULL for sampling, NOT subject to approval."

Toastmaster Oscar J. Ruh broke an intermission between courses square in two by calling upon H. Mueller who told in poetry the truth about Hans Breitmann's party. He afterwards denied attendance.

Geo. Knab praised the committee on arrangements and told the advantages of the largest barley market in the world with its four largest malt houses of the world and maltsters who work nights to learn how to pay more for barley.

H. Mueller, the president of the Ass'n., was called upon to tell of its aims and objects. In the course of his remarks he said:

AIMS AND OBJECTS OF ASS'N.

Our Ass'n will in time, no doubt, develop some good after-dinner speakers, but for this occasion, no one wanted to be slaughtered, so the Arrangement Committee curtly notified me that I, as President of the Ass'n., had to make the speech of the evening.

In future, when you elect a President, you had better investigate whether he is a good after-dinner speaker also, for I am afraid I might make a mess of it. However, I am very glad to see so many of the members here to-night who I never meet at the business meetings, and especially pleased to have so many guests with us, and it gives me great pleasure to welcome them in the name of the Chicago Barley Ass'n.

Our guests will probably want to know what the Association stands for. Well, mainly to promote and enhance the barley

trade of Chicago, to combat discriminations against our market, eliminate abuses, correct errors in inspection, and also to try and induce farmers to raise more barley, and take better care of it. How this can be accomplished, a noted authority on this subject will explain to us.

Besides, we also wish to make this the occasion for cultivating closer relations. We meet each other every day, more frequently than we do our intimate friends, and by working in harmony, that is, for the common good, and recognizing the rights of our fellow members, we shall accomplish a great deal, and nothing will contribute more towards this end, than such social gatherings, where the spirit of good fellowship reigns, and where we may find out that our competitor is not such a bad fellow, after all. Many little misunderstandings have been cleared up by people meeting socially and I am sure we can do nothing better than to have such gatherings occasionally.

I wish to say that a few of us have spent some little time to make this gathering a success, and we hope that all the other members will co-operate with us, to make the Ass'n a success, and give it some of their time, to make the success permanent.

We have already achieved some things: Corrected freight rates, had inspection rules changed to meet new conditions, and have the promise of the President of the Board of Trade to appoint a member of the Ass'n on the Grain Committee, but eternal vigilance is necessary to hold our own, and recover what we lost in the past ten years through indifference and carelessness.

To our outside guests I extend a special welcome, and assure them that we want them to work with us for the benefit of the barley trade in general. Many of our members are agents of our guests, or their houses, and those houses are interested as much as we are, to have Chicago remain a broad and active barley market.

Dr. R. Wahl read an interesting paper on barley, from which we take the following:

SOMETHING ON BARLEY VALUATION.

I dare say there are brewery owners and brewery foremen who have never seen a barley field or could distinguish a head of barley from an ear of wheat, or two-rowed from six-rowed grain, and I would be bold enough to make the same assertion or apply the same rule to barley dealers and maltsters, were my remarks addressed to a brewers' gathering instead of to you.

What a long road to-day from the barley field to the brewery! What few breweries there are that obtain their supply of grain directly from the farmer, and the number of brewers who buy unmalted grain at all are also constantly on the decrease.

The brewer has almost entirely lost touch with the farmer. They have drifted far apart. He relies now for his supply of grain or malt on the expert judgment of the barley dealer, maltster, or chemist, or is guided in his purchases by considerations or price as much as of quality—or more.

Thus the barley dealer, the maltster, the chemist, who have made a study of barley and malt have specialized in this field, while the brewery owner finds his time engrossed in meeting the increased demands

of the trade and brings into requisition not only specialists for barley and malt, but the highest available talent in all interested trades, manufacturing and professions.

As far as concerns barley, it is undoubtedly important that the advisors of the brewer, be it the barley dealer, maltster, chemist or botanist, should be able to give to brewers or brewmasters reliable data on barley and should in their own interest as purchasers, vendors or advisors, be able to judge barley by reliable marks; and that brings me squarely up to the subject I have had at heart to discuss with you.

I might as well right here make the admission as one of the representatives of the chemists' profession and speaking from his viewpoint, that as a barley connoisseur he has never considered himself at par or even "in it" with a real barley expert, that is, the barley buyer or maltster. He has been awed from the time he first ventured in the field of Zymotechnics by the apparent marvelous penetration and seemingly unerring judgment of the barley dealer or maltster to select or choose barley from external marks—by a glance as it were—that would reveal to him quality and peculiarities in the barley which the chemist, though he brought to bear on the subject profoundest erudition, his most intricate analytical methods and most sensitively adjusted laboratory balances, was utterly unable to detect; marks and signs that only he could read, who had devoted years of arduous study and observation to this task; signs that seemed to reveal to him the characteristics of the barley under his scrutiny and its suitability for different grades of malt or beer so truly as to render his decision almost startling.

I once asked one of these men, one of the foremost experts in this field, to teach me, or—since I felt I was growing old—one of my assistants, something about this mysterious method of valuing barley at a glance, when he said: "What I can see about barley took me twenty years to learn, but I consider you a pretty smart sort of fellow and if you apply yourself to the task as long as I have I believe you will find some encouragement at the end of that time."

Well, I dropped the problem of valuation of barley by outward marks then and there, after confessing it was beyond me, and did not take it up again seriously until a few years ago, when considerable agitation was created in Europe by a new system of barley valuation propounded by Mr. Haase, Agriculturalist and Brewer of Breslau, who claimed that the external marks, like size of berry, color, mealiness, bushel weight, in fact all these more or less elusive and evanescent marks that had hitherto been considered of the greatest importance in valuing barley, were really of minor significance, but that in valuing barley its albumen content was primarily to be taken into consideration, that those barleys were to be put into the highest class, that possessed an albumen content from about 8 to 10½%, and that they were to be rated the lower the higher the albumen content rose above 10½%. Here at last I thought I had found my opportunity to try conclusions and get even with my friend, the practical Barley Expert. But, alas, I found myself at variance with my friend, the scientific expert, also.

I had always considered myself a pro- tege of albumen in its various forms wherever found, be it in beer, malt or



Roastmaster Butz Bulling the Barley Market.

barley, and I had held somewhat vaguely for some time but quite definitely at last, that while as to judging barley by its appearance I was a failure, a mere tyro, compared with my friend, the practical barley expert, I could form conclusions as to the value of barley from its albumen content, giving the grain with the higher albumen percentage the preference.

On this, my own little system, I prided myself considerably as possessing some merit, and when, therefore, Haase declared for barleys with low albumen content and was backed up by official Germany, I found myself reduced to the necessity of either declaring my fitness for valuing barley entirely over—or to enter the field against Haase and throw down the gauntlet in favor of barley albumen.



Sunny Jim Mauff was Bid Three Cents Over the Market.

Possibly some of you have read some of the productions that resulted from the literary warfare waged across the Atlantic for the next two years or so, many European experts joining Haase's ranks while my views were considered as diametrically opposed to prevailing European ideas and unworthy of serious attention. Finally, however, Dr. Prior, one of the foremost brewery experts of Europe and director of the Austrian Brewing Institute in Vienna, declared against Haase and in favor of raising the permissible limit of albumen content much higher and, finally, to bring order into seeming chaos, it was decided to call an International conference on barley valuation and kindred subjects which, I take great pleasure in announcing to you, will take place in Vienna in May of next year.

If then, neither external marks are to be relied upon in valuing barley, and if science does not agree as to the value of chemical tests, what standpoint shall we take on the subject?

Gentlemen, I will take you into my confidence and relate what I reported on the barley situation to Dr. Wiley, who is engaged in investigating brewing barley for the United States Department of Agriculture, with a view of improving its quality through distribution of proper seeding varieties, I said: "Dr. the barley situation is in a chaotic state; we seem to know very little about barley," to which he replied: "Then we will learn." And that, gentlemen, seems to me to be the right spirit in which to approach this subject.

If we admit to ourselves that we know little about anything like barley that is worth knowing something about, we will learn, and even at the price of starting all over again and attacking the situation from entirely different viewpoints. One of these viewpoints presents itself as promising a favorable outlook from the success attending the cultivation and employment of pure races or varieties of barley of late in some parts of Europe. I can not probably emphasize the importance of race or variety as a factor in valuing barley more strongly than to point out a fact that most of you are probably familiar with, viz.: to the great difference in results that are obtained by brewer and maltster in

America from two-rowed Montana or Chevalier barley, sometimes called the "fancy barley," as against ordinary six-rowed varieties; the common brewing barley of this country.

The Montana barley needs longer steep, longer growth and kiln drying; the mash is converted less readily; the beers clarify with greater difficulty and when finished are more sensitive to cold and less durable in the bottles. The six-rowed barleys of the Middle West malt more readily, the mashes from these malts convert more readily, and result in beers that are more durable, much less sensitive to chilling and meet the requirements of the brewer better in almost every way. This shows pointedly what little importance is attached to size of berry, color, mealiness and bushelweight, for the Chevalier barley is superior in all these points and these very marks or indications of superiority here are merely made to serve as guides to distinguish or identify an undesirable variety.

Variety then in judging barley is with you already a recognized and important factor, but while it is a very simple matter to distinguish between two-rowed and six-rowed varieties, it is much more difficult to find adequate distinguishing marks between different varieties of six-rowed barleys, and there are, as experience has also shown, significant differences in as great a degree in results as to character and quality of beer produced from different varieties of six-rowed barleys in America as there are differences between beers from six-rowed as compared with two-rowed varieties.

It is a well known fact that the brewers of the western coast, California, Oregon and Washington, and other far Western States, do not obtain the same results from malt prepared from barley grown in their respective states than from malt imported from the Middle West and bottle beers produced from Bay brewing barley-malt show something of the same lack of keeping quality and proneness to turbidity on chilling that is characteristic to beer of Chevalier types. Singularly these far Western six-rowed barleys evidently offspring from a different ancestral type than those of the Middle West, have a low albumen content in common with the Chevalier types.

E. B. Boyd, Freight Traffic Manager of the Board of Trade, told what has been the trouble with Chicago and what is necessary to place it on an equality with other cities. Chicago has been pointing too much to past achievements and overlooking its waning trade. We are now striving for a greater commercial future for Chicago and steadily gaining. Chicago is still suffering from practices of long standing and naturally it will take some time to give the needed relief.

W. L. Kroeschell was called upon to tell what he had forgotten about the barley trade. He assured the diners that he was glad to get home again. He felt as tho he had been on a long journey. He spoke highly of his old associates in the trade and expressed a desire to get back.

"Sunny Jim" R. Mauff favored the auditors with an original song giving many happy hits on the local trade.

J. Dalton won new laurels in the field of legerdemain, but did not convince any friends of the stein that they were seeing double.

E. K. Howard captured the banqueters with a solo.

Burton Holmes Butz delivered a lecture on many different features and persons in the trade, while H. C. Knoke presided at the stereopticon until the illustrations got so warm the lecturer's voice failed him.

A special midnight edition of the Chicago Barley Assn. Daily was then issued, and although Editors Mauff, Butz and Ruh were specifically credited with being "irresponsible editors," nineteen libel suits have already been commenced in the barley corner.

The tables were artistically decorated with ferns, carnations and wheat straw, which all the experts praised as samples of fine barley.

All the steins wore high license collars.

Cobs

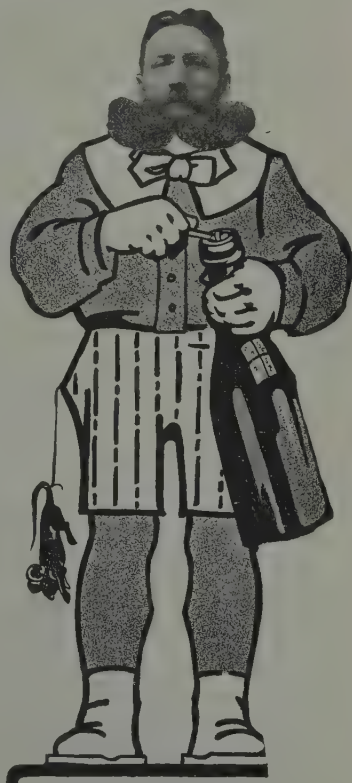
Drying wheat containing garlic is said to make the weed so light that it may be separated by the air blast.

Pork is 30 per cent higher than a year ago and wheat is 30 per cent cheaper; but pork will have to go higher yet before farmers feed wheat to hogs.

Malaga, Spain, imported 59,000 tons of wheat in 1905, against 2,000 tons in 1904. About 5,000 tons of macaroni wheat was imported during December, January and February.

Crop reports should have uniform standard. National, state and private statisticians should all adopt the same standard in gathering crop reports. The results should then agree. Secy. of Agri. Wilson should suggest it. State bureaus should follow. All crop correspondents could then work intelligently. National bureau asked correspondents in their April reports to give a percentage of the normal or promise of a "full crop." What is a "full crop"? Kentucky compares with a five-year average. What correspondent will remember the average of past five years? Some states compare with an average. What is "an average"? Why not all compare with last year? Everybody can remember what the crops then were.

—C. A. King & Co.



Toastmaster Oscar J. Ruh.

There's a house in South Chicago Where they make some real good stuff, And when they have a blow out Man's sure to get enough. The product that they make And the good things that they serve, Are as famous for the quality As is their buyer's nerve. Note you his whiskers, one and all. To wear that kind takes lots of gall.

Railroad Evils Must Cease or Shippers Remain Caged.

By HARRY W. KRESS.

At present shippers can call upon the Interstate Commerce Commission on complaints of unreasonable rates or unjust discriminations and should the decision be in favor of said shippers the Commission has the power to order the railroad defendant to cease its unlawful practices. So far so good. To enforce its decision, however, it has *not* the power. Imagine a party found guilty of stealing by a court and that court merely being able to advise against such practices instead of being able to enforce its penalties.

Is there no way to enforce the commission's decision? Yes—by appealing to the circuit court of appeals of the United States. But how many shippers can afford to take this expensive course? As a rule it takes two to twelve months for the commission to reach a decision—this length of time is no hardship even though the case be a mere principle. The hardship comes when the case is appealed to the circuit court. The commission's testimony is all reshaped with a possibility of new evidence submitted in behalf of the railroad, so that in some cases it takes six years for a final decision and the average case two to four years. The average shipper is unable to stand such expensive routine. The large shippers, backed by ample capital, are molested the least as the railroads know they will fight for their rights, while the small shippers' complaints attract no more attention than paper bullets.

A carload of grain shipped from Columbus, O., to Baltimore, Md., at a rate of ten cents per hundred pounds, after arriving at destination was re-billed to a small town west one hundred miles over the same road, the charge being eight cents per hundred pounds—a haul of almost five hundred miles east for ten cents a hundred and one hundred miles west at eight cents a hundred—where is there any justice in such treatment? This is no exceptional case, as the like are an every day occurrence.

That the railroads are not satisfied with their present powers and privileges is manifest in that they have established what is now known as a uniform B/L, which requires that a shipper sending a

carload of stuff (representing, we will say, in value a thousand dollars), must sign his name to the so-called B/L releasing the said railroad of all liability of a total or partial loss to the shippers' commodity while same is in said railroad company's care. Such exaction put in full force will force thousands of shippers out of business. The uniform B/L is being forced upon the shippers now in many places. Such a bill of lading attached to a sight draft will be refused as collateral by the banks and consignee. The risk of the consignor would be hazardous at all times. Take the country grain shippers who handle the farmers' crops—without being able to utilize their B/L as collateral they would be forced to suspend business or be a bank in themselves.

We have plenty of evils touching the transportation problem now, but when you add rebates and rate discriminations it represents a nightmare. The testimony given before the Interstate Commerce Commission on March 10th, at Cincinnati, put all doubts regarding rebates to flight—not that we were not aware of such evils existing, but evidence counts for more than supposition. What is the remedy? We shall have to come to a state of mind in which we oppose such a condition as this, not because it compels us to lose dollars, but because it is forever wrong.

Until we are willing to admit that what is in fault here is a principle vital to our progress and liberty, and until we are willing to make sacrifices for that principle and to stand for it through any chance of personal loss, we are wasting time. At present nothing is being done. The passing of the Hepburn measure through the House was applauded the country over, but the United States Senate seems to see the bill through a different set of glasses and has the shippers on the "qui vive." All the shippers demand to-day is giving the country equal conditions and fair rates.

If the shippers are not given relief during the present session of Congress it will be a sad day for the railroads, as the shippers will cease to be reasonable, which will have the effect of some very radical laws being passed. Better open the cage now than later. "Patience is a virtue, possess it if you can." Unless the shipper gets relief his patience will have vanished, can you blame him?

Suspended From Cincinnati Chamber of Commerce.

The Cincinnati Chamber of Commerce has earned the praise of the entire trade for suspending two of its members detected in wrong doing. Expulsion may have served as more of a warning to others, but it could not have gone much farther toward forcing them out of business permanently.

After thoroly investigating the charges against Henry Heile's Sons the Board of Directors found that false certificates of weights had been issued for grain weighed by the Official Weighman of the Chamber at the warehouse of the firm. Accordingly, the following was read on 'Change:

"There having come to the knowledge of the President and of the Board of Directors of the Chamber of Commerce information implying irregularity in regard to weights of grain weighed at the warehouse of Henry Heile's Sons for which official certificates were issued, and for which there was reason for the presumption that such certificates did not represent actual weights of grain as purported, a special committee was appointed to make a preliminary investigation and report, as provided for in the by-laws.

"This committee found evidence calling for a report to the Board of Directors with the information that the case was deemed one for trial, and in compliance with the provisions of the by-laws, charges were filed against Anthony L. Heile and Frank Heile, Jr., for misconduct, in being responsible for issuance of official certificates of weights of grain, which documents were false and fraudulent in their import and representations. Trial proceedings were had, under the rules of the Association, which came to a conclusion on yesterday, resulting in a decision by vote of the members of the Board of Directors finding these persons guilty under the charges.

"The penalty fixed for the offense was that Anthony L. Heile and Frank Heile, Jr., doing business as Henry Heile's Sons, be suspended from all privileges of the Association for a period of two years."

The Directors found positive evidence of an established practice of making returns accompanied with official certificates which were not signed by the official deputy, such certificates representing quantities short of the weights recorded by the deputy.

It is less than six months since the Chamber of Commerce established its weighing department and this incident serves to prove how badly it was needed. This short weight firm can not obtain any representation on the floor of the Chamber during the two years and no one will care to deal with it after the two years are up. The stigma will last for all time.

Collapsed.

Illustrated herewith are the ruins of the elevator of M. L. & A. E. Selby, at Bowen, Ill. The house was completely wrecked by one corner of the foundation giving away, owing to weak supports and soft ground. Corn and oats poured out over the muddy ground, but most of it was saved by promptly loading into cars. The house contained about 12,000 bus. A new and up-to-date elevator will be built in time to handle the new crop.

Rumors of a corner in broomcorn, which are revived annually, are now being circulated. Alarmists allege that the present supply will not last until September.

A Kansas farmer has been trying to produce buttermilk by teaching his cows the Hoochee Koochee. After he has succeeded he will try to invent some method of shipping grain by mail to avoid giving the local grain dealer a profit.



Collapse of M. L. & A. E. Selby's Elevator at Bowen, Ill.

To the Grain Trade.

On behalf of the Grain Dealers National Ass'n, we take pleasure in cordially inviting you to attend the Tenth Annual Meeting, which is to be held at the Auditorium Hotel, Chicago, June 4th & 5th.

In making this invitation general, we are prompted by the motives which gave birth to the Ass'n. The constantly recurring proofs of the need of a National Ass'n lead us to believe that if every grain dealer in the Country would attend the coming meeting, and learn more of the purposes and practical workings of the organization, the membership could at once be placed upon a basis sufficiently stable to guarantee an active, aggressive and productive administration of its affairs.

All of the topics selected for the program, including the several committee reports, are subjects of the greatest importance to every branch of the grain business, and we sincerely hope you will attend the meeting, prepared to give the trade the benefit of your views upon any or all of the recommendations which shall be offered by the various speakers for consideration.

The Receivers and Shippers of the Board of Trade of the City of Chicago have authorized us to announce that a Banquet will be tendered by them to the Ass'n at the Auditorium Hotel on the evening of June 5th, tickets to which will be sent out from this office to our Members and Official delegates. Speakers of National prominence are being secured for this occasion, and our Chicago members and friends promise us a fund of entertainment, which shall be a fitting climax to what we now have reason to believe will be one of the most successful meetings ever held by the National Ass'n.

We also take advantage of this, our last opportunity before the Annual Meeting, again to invite you to become direct members of the Grain Dealers National Ass'n. In consideration of our current fiscal year being near a close, we are authorized to accept new applications when accompanied by \$3.00, which amount will afford you a membership beginning with the date of your application, with dues

paid to JULY 1ST, 1907, and which will entitle you to all of the privileges, benefits and courtesies of the Annual Meeting.

We shall be grateful for a notice of your intention to be with us in Chicago June 4th & 5th, regardless of whether you can see your way clear, at this time, to send us your application for membership, and assure you a most hearty welcome as a grain dealer and guest of the Grain Dealers National Ass'n, whose declared purpose it is to advance and protect the common interests of those engaged in the grain business; to formulate rules for the transaction of business, and to promote friendly relations among the grain men of the Country.

Yours respectfully,

JOHN F. COURCIER,

M. F. DUNLAP, Secretary.

President.

HENRY L. GOEMANN, Chairman,

J. W. M'CORD,

A. E. REYNOLDS.

Executive Committee.

The Tenth Annual Meeting of the Grain Dealers National Ass'n will be held in Chicago, June 4th & 5th.

The Annual Meetings of the Grain Dealers National Ass'n always have been productive of inestimable good to the grain trade, and the June Meeting promises to be no exception.

The Officers of the National have looked well to the comfort of their members while attending the Annual Meeting by selecting the Auditorium for headquarters. It is much more desirable to have headquarters and assembly room under the same roof; a better attendance is assured.

One of the principal objects in choosing dates that would fall on Monday and Tuesday was that members living at a distance can leave home after business hours Saturday and arrive in Chicago in time to be present at the opening of the first session of the meeting at 10 o'clock, Monday morning. It has been the custom for members to arrive at all hours of the first day, and it is to be hoped that by having the opening day on Monday this old difficulty will be overcome.

Reduced Rates to National Meeting.

Reduced Rates Will Be Granted to the Tenth Annual Meeting of the Grain Dealers National Ass'n to Be Held at the Auditorium Hotel, Chicago, June 4th & 5th, 1906.

A rate of a fare and a third for the round trip on the Certificate plan has been granted by the following Passenger Associations, from all points in their respective territories:

Central Passenger Association.

Western Passenger Association.

Southeastern Passenger Association.

Southwestern Excursion Bureau.

Trunk Line Passenger Association.

REGULATIONS: Reduced rates are granted from places from which the one way rate to Chicago is not less than seventy-five cents.

A certificate must be obtained by each delegate from the ticket agent at the place of departure stating that full fare has been paid one way (either for a limited or unlimited ticket), and specifying the route by which the ticket is issued. Certificates will be issued only within the three days next preceding the date of the meeting.

Certificates must be deposited with the Secretary of the Meeting on arrival, and when one hundred have been so deposited he will turn them over to the joint agent of the several Passenger Associations, who will stamp them and return them to the delegates on application, and upon presentation to the ticket agent return tickets will be issued therefor, for continuous passage, at one-third fare, by the route traveled going to the meeting, if presented within three days after the close of the meeting, Sundays not being counted in either case. A fee of twenty-five cents must be paid to the joint agent for validating each certificate.

In case through tickets are not on sale at the point of departure, a local ticket should be purchased to the point where a through ticket can be obtained, and a certificate taken for the local ticket purchased, as well as for the through ticket.

The policy of inviting all grain dealers to the Annual Meeting regardless of whether they are members or not, as adopted by the Grain Dealers National Ass'n, certainly is to be commended. Any ass'n pursuing a like course is bound to progress. This plan removes all possible chance for suspicion of exclusiveness and selfishness and gives non-members an opportunity to learn something of the methods and purposes of the Ass'n, whereupon he will be more likely to join the ranks.

In view of the almost overwhelming odds against which the National has had to fight during the current year, great credit is due the Officers, and every member of the Ass'n owes it to his own interests to attend the Annual Meeting and lend all possible assistance to the shaping of the policy for the ensuing year.

Write your customers to meet you in Chicago June 4th & 5th. By doing this you stand to conduct more personal interviews in two days than you could hope to round up in a two months trip.

Carefully look over the Program of the Annual Meeting of the Grain Dealers National Ass'n and be prepared to express your views upon the various subjects when they are presented for discussion. It is only by this means that the will of the majority can be ascertained.



Auditorium Hotel, Chicago.
Headquarters Annual Meeting Grain Dealers National Ass'n.

Over Speculation in Germany on Increased Tariff.

The recent failures of several German grain firms and the collapse of the grain trade in that country are best explained by the *Weser Zeitung* of Bremen, Germany, Mar. 28, which is translated by the Louis Müller Co. as follows:

A business man will not deceive himself that every chance of profit may disappear if too many are engaged in the same speculation.

With regard to the farmers, it is quite different. They have waged a bitter war to bring about the advance in duty of 15 to 20 marks per ton and have won a brilliant victory. Altho they constantly protested that prices would not advance thereby, they were absolutely convinced that this would come about. Why should they have made such a demand for the change? The farmer thought as follows: On the 28th of February the duty on rye and wheat was 35 marks. On the 1st of March the duty on rye would advance to 50 marks, wheat to 55. Consequently, I would be a fool if I put any of my corn in the market before the 1st of March.

Unfortunately, a large majority of farmers thought the same way. Every one kept his grain in his barn and craftily denied that he had any surplus. That has been the case so generally that even the general trade has been surprised by it. The trade could not have expected that there was still such a large quantity of rye, wheat and oats in the hands of the producer. If it had been expected, much less would have been imported. Now the import is accomplished and the stocks in the country are correspondingly increased. This is the condition that the farmers have brought about by their actions. Now they come forward and look for buyers for their goods. Where can they be found? All mills have provided themselves for a long time to avoid the increased duty. The dealers have filled up all storage room as far as they thought it advisable. Everybody is well provided and nobody needs anything. To a certain extent this could have been foreseen, but it is worse now than any one could have expected, and in consequence the grain market is lower than in February. This condition has even affected foreign markets, which can easily be understood, because the active demand from Germany which was crowded into the months of January and February has actually ceased since the 1st of March and even earlier, and will probably only be resumed in the fall, when the old stocks are used up. This last condition has even affected the price of corn, although there is no question of production here to be considered. If a demand is concentrated upon such a short period instead of being spread over half a year under normal conditions, the owners of the goods (that is in the case of corn the Americans, Roumanians and Russians) have advanced prices and made the most of the condition and later on have dropped their prices.

Our German grain producers have speculated in the wrong direction when they stated their stocks at such small quantity and held them back until the 1st of March. The following quotations prove our assertion. In Berlin May wheat on the 23d of January was 191¼, then the price slowly declined, on the 3rd of March 184½, on the 10th 180½, since then 183½, but still 8 marks less than two months ago. Oats have declined from 165 to 161. Corn practically unchanged. Rye in Bremen was sold in the second half of February at 171. It is freely offered

now at 164. It was stated to us that before the 1st of March there was no German rye for sale. Now our markets are over run with willing sellers. There can therefore be no question of any advance in price. On the contrary, the action of our farmers has produced the decline. In business life, it is a well known fact



J. B. Goodrich, Winchester, Ind.

that a long foreseen advance in duty can only make itself felt gradually, casting its shadows before. Everybody tries to protect himself by early purchases, and only when they are used up and an actual demand comes back, which will require the payment of the increased duty, then the imported goods will rise to a corresponding price that will pay the importer the increased duty. Until this occurs, the farmers will have to have patience and the consumers will have a further respite.

Growth of a Country Grain Business.

Goodrich Bros. Hay & Grain Co. was founded by its president, J. B. Goodrich, in 1889, with a capital of less than \$500 and an equipment consisting of a second-hand hay press. For the first three years Mr. Goodrich carried on a country hay buying, baling and shipping business, driving thru the country and buying hay direct from the farmers, pressing it on the farm and shipping it to interior or terminal markets.

The business rapidly expanded, so that in 1893 he bot a site at Winchester, Ind., on which he erected an office, large hay barn and installed a gas engine and a large power hay press. The following year the office was enlarged, flour and feed added, also a feed grinder and more hay presses, until in 1895 he was operating seven steam hay presses and shipping hay from nearly every railroad station in Randolph and adjoining counties. Much of this growth was due the happy faculty Mr. Goodrich possessed of winning customers to him and retaining them after once secured.

P. E. Goodrich, whose portrait is reproduced in the engraving herewith, sold his hardware business in which he had been engaged for a number of years, in the spring of 1896, and became actively interested in the hay trade. The style of the firm then became Goodrich Bros., being made up of the five Goodrich brothers, though none but J. B., P. E., and W. W. Goodrich were actively interested. Additional capital was invested in the business and they added the grain business, buying elevators at Lynn and Farmland and building new houses at Snow Hill and New Castle, Ind.

In November of the year following the business was organized into a stock company with the following directors: P. E., J. B., J. B. E. S. and W. W. Goodrich, J. B. Goodrich, pres.; W. W. Goodrich, vice-pres., and P. E. Goodrich, secy.-treas. and manager. In May, 1901, their



P. E. Goodrich, Winchester, Ind.

plant at Winchester was burned, nothing being saved but the office. They immediately rebuilt the hay warehouse leaving space on their lot for the elevator recently completed.

Since the organization they have sold their houses at New Castle and Lynn, Ind., and have bought or built and now operate elevators, coal sheds and hay barns at the following stations: Ridgeville, Snow Hill, Farmland, Gaston, Durbin, Westfield, Jolietville, Winchester, Saratoga, Deerfield and Gadsden, Ind. They do very extensive wholesale and retail business in flour, coal, feed and seeds. Their business is constantly growing and their elevators are all equipped with modern machinery and are kept in the pink of condition.

Plans of the new elevator at Winchester, Ind., are reproduced in the engravings herewith, showing floor plan, cross section and longitudinal sections. The house has a capacity of 60,000 bus., is cribbed and contains 26 hopper bottomed bins. The building is 82x160 and 98 ft. high and ad-

Imports and Exports of Beans and Peas.

Imports of beans and peas during the 8 months prior to Mar. 1 were 389,146 bus.; compared with 374,545 bus. for the corresponding months of 1904-5.

Exports of beans and peas for the 8 months were 338,156 bus.; compared with 225,771 bus. for the corresponding period of 1904-5.

Exports of foreign beans and peas for the 8 months were 28,831 bus.; compared with 67,961 bus. for the corresponding period of 1904-5.

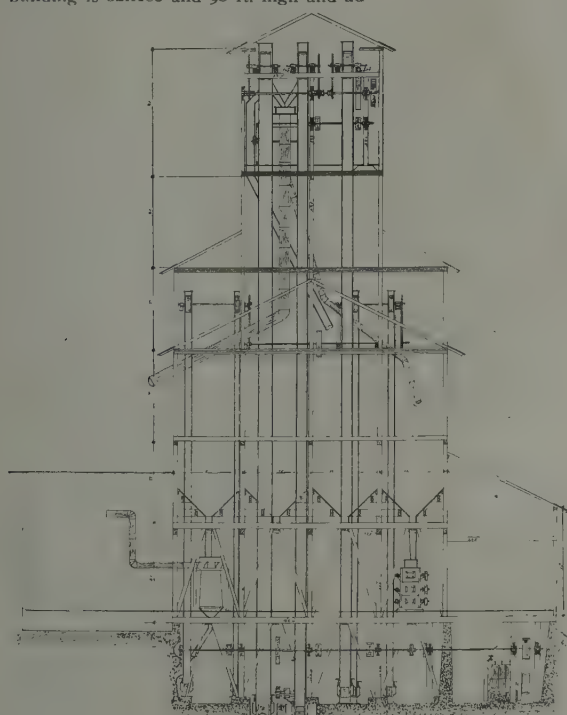
Exports of foreign beans and peas for the 8 months were 28,831 bus.; compared with 67,961 bus. for the corresponding

months of 1904-5, as reported by O. P. Austin, chief of the bureau of statistics.

A Campbell Soil Culture Farm.

The first model farm established by the Campbell System Farming Ass'n was formally opened Apr. 12 at Bennett, Colo. The farm is a mile long and contains 380 acres to be devoted to illustrating Mr. W. H. Campbell's method of dry farming.

A single large steam power machine is used as a combination plow, seeder, harrow and packer. All the operations of preparing the soil and sowing the grain are performed at one passage over the ground. The president of the ass'n is J. O. Donahue.



Cross Section.

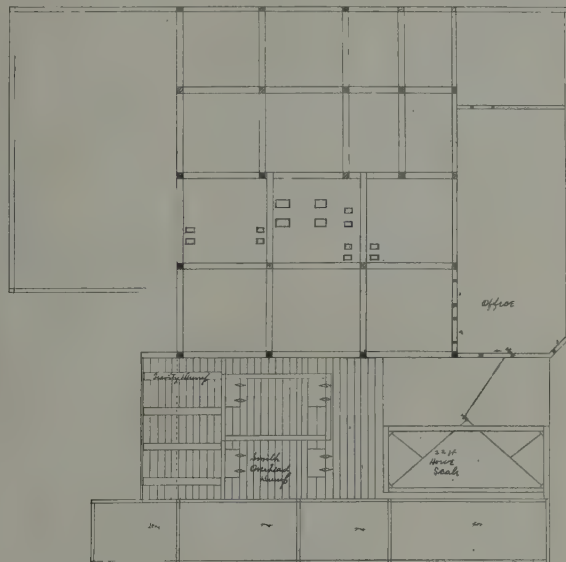
joining it are two large warehouses for feed, seed and wool. Cribbs along the driveway store 5,000 bus. corn.

Three of the largest of the 8 stands of elevators are for receiving and shipping, 2 are for seed and 2 for feed.

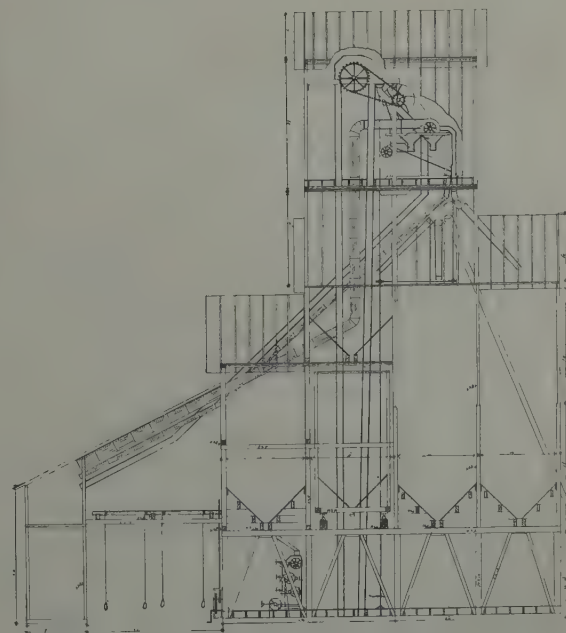
Grain from cars is unloaded thru a receiving sink and carried to elevator boots on a belt conveyor.

The equipment of the elevator consists of No. 6 Monitor Warehouse Separator, No. 5 Monitor Dustless Seed Separator, Western Sheller, 3-roller feed mill, 2 gravity dumps and 2 Smith Overhead Dumps, 1,500-bu. Fairbanks Hopper Scale, Fairbanks Wagon Scales, Howe Wagon Scale, 2 Howe Dormant Scales. The power is a 50-h. p. natural gas engine in the basement.

In the rear of the 50x16-ft. office is a private office, 14x16 ft. The house was designed and built by C. F. Temple.



Floor Plan.



Longitudinal Section of Elevator of Goodrich Bros. Hay & Grain Co. at Winchester, Ind.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—The Wm. E. Overstreet Grain Co. has succeeded the Price-Shofner Grain Co.

CALIFORNIA.

San Francisco, Cal.—The solidly constructed steel framework of the new Merchants' Exchange bldg. was unharmed by the quake. A few floors were burned out, but the walls are in good condition.

San Francisco, Cal.—G. W. Alexander has filed a bill admitting \$34,973 liabilities and \$8,625 assets. The following grain firms are among the creditors: E. Pollitz & Co., of this city, \$6,850; E. B. Cutter, of this city, \$5,500; Nash-Wright Co., of Chicago, \$6,000; Irwin, Green & Co., of Chicago, \$5,000, and G. S. Everingham & Co., of Chicago, \$4,000.

CANADA.

Edmonton, Alta.—The Alberta Pacific Eltr. Co. contemplates incorporating.

Collingwood, Ont.—T. Long & Bros. will build a large eltr., warehouse and cold storage plant.—R. F. R.

Winnipeg, Man.—The Canada Paint Co., owning a linseed oil plant on the C. P. Ry., will build an eltr. this summer.

Amherstburg, Ont.—The grain warehouse of Barron, Bailey & Bailey burned Apr. 15. Loss, \$5,000; insurance, \$2,200.

Montreal, Que.—Michaud's grain warehouse burned Apr. 10 with about \$7,000 worth of grain. Loss nearly covered by insurance.

Winnipeg, Man.—Fred W. Upham, who recently sold his business at Milwaukee, Wis., will engage in the cash grain trade in this city.

Montreal, Que.—The Montreal Warehousing Co. has issued \$1,000,000 of bonds secured by mortgage on its eltr. and equipment.

Wallaceburg, Ont.—The grain eltr. of W. D. O'Leary burned Apr. 12. Loss, \$25,000; partly insured. The eltr. will be rebuilt.—R. F. R.

Winnipeg, Man.—The Lake of the Woods Milling Co. took over Apr. 16 the business of the Keewatin Milling Co. and will hereafter continue it.

Ft. William, Ont.—A wheat train composed of 11 cars was derailed recently a short distance west of here and the grain was all dumped on the tracks.

Portage la Prairie, Man.—The Lake of the Woods Milling Co. will build an oatmeal mill here during the summer. The company also contemplates the erection of about 30 eltrs. in western Canada, the houses to be completed in time for the coming crop.

Winnipeg, Man.—The plans for the new Grain Exchange building have been nearly completed and tenders will soon be called for. The building is to cost about \$250,000 and will be one of the most artistic of the new buildings constructed during the past few years.

Winnipeg, Man.—The hearing of the case of A. J. Cummings against the Edwards-Wood Co. will be held Apr. 27 before Judge Kelly. The charge is al-

leged conspiracy to ruin business and \$50,000 damage is claimed. The defendants have applied for a continuance.

Montreal, Que.—Settlement of handling charges thru the eltrs. on a basis satisfactory to the grain exporters is made difficult by an agreement between the Grand Trunk and the Harbor Commissioners that eltr. charges shall not be less than the minimum at Atlantic ports.

CHICAGO.

W. H. Lake & Co. have removed to 50 Board of Trade bldg.

A straw hat appeared on 'Change Apr. 19. The bold wearer was George Gilbert.

The annual \$75 assessment of members of the Board of Trade became due Apr. 19.

Chas. W. Brega, for over 40 years a member of the Board of Trade, but for several years retired, died Apr. 19.

The banquet of the Bohemian Club, which was to have been held Apr. 16 at the Auditorium, was postponed until Apr. 23.

Board of Trade clearings for March were \$4,894,167, compared with \$5,954,146 in February, 1905, and \$13,096,299 in March, 1904.

Eltr. companies who are heavy taxpayers shud not be required to furnish the city fire department quarters free of charge.

National banks of Chicago have lost \$6,000,000 of deposits in consequence of the exorbitant charge for collecting out of town checks.

H. C. Knoke & Co., who have succeeded Knoke & Groll as proprietors of the Chicago Pearl Barley Mills, contemplate installing a grain drier.

W. O. Mumford has severed his connection with Wright, Bogert & Co., and hereafter will have charge of the cash grain business of Brosseau & Co.

Pres. Walter Fitch has appointed a committee of 25 members of the Board of Trade to solicit subscriptions for the sufferers from the San Francisco earthquake.

The city administration is getting no encouragement from the War Dept. at Washington for its delay in removing the tunnel obstructions from the bed of the Chicago river.

S. W. Lamson and Sidney S. Date will withdraw May 1 from the firm of Lamson Bros. & Co. The business will be continued by W. A. Lamson and Leslie F. Gates, under the old firm name.

The directors of the Millers National Federation held their annual business meeting Apr. 20, at the Grand Pacific hotel. Arrangements for the annual meeting at Milwaukee, June 20, 21, 22, were discussed.

The Board of Trade won a victory over the Cella Commission Co. bucket-shop of St. Louis Apr. 15 in the U. S. Court of Appeals at St. Paul, when the decision of the federal court dismissing the Board's bill was reversed.

John Abrams, who claimed to have a method of making 10 per cent on all in-

vestments in the wheat market, is alleged to have obtained \$150,000 from victims during the past four years, and is under arrest, charged with larceny as bailee.

Recent applications for membership in the Board of Trade are those of Geo. E. Leonard and Samuel Grabenheiner. The following memberships have been sold: Samson W. Parsons, of Parsons, Snyder & Co., Cleveland, O.; John B. Clark and Samuel Weil.

Samuel C. Scotten and Jos. G. Snyder have formed a partnership and will engage in the grain brokerage business May 1 under the firm name of Scotten & Snyder, with offices on the third floor of the Board of Trade building. No cash grain business will be done.

The final report on the estate of Geo. S. McReynolds was filed Apr. 16 by the trustee, the Chicago Title & Trust Co., before Judge Bethea. Collections made by the receiver from Jan. 20 to Apr. 1 amounted to \$144,152, about \$92,000 coming from the sale of grain eltrs. The disbursements were \$5,997, leaving \$138,155 on hand.

Nearly a score of members of the Board of Trade were called up before the board of directors Apr. 10 and urged to pay up their indebtedness to members. Some of the delinquents have been abusing the credit to which all members of the Board in good standing are entitled. It is said those unable to pay up will be suspended.

"The rule requiring a commission of 1/4 of a cent is too big a tax on the trader. He cannot live on it. The majority of the houses that solicit trade regard it as a detriment and are of the opinion that the rule should be repealed. But the brokers, who have heretofore been unable to earn a living, are the ones who passed this rule. They secured it for their own particular benefit, but it has not worked out even to their satisfaction," says James A. Patten.

Under the rule providing for the purchase and retirement of memberships with funds derived from the special assessment of \$25 per year the Board of Trade has thus far bot 14 memberships at a net price of \$2,900 each. While the memberships thus canceled are less than one per cent of the total number outstanding, the knowledge that the Board is retiring its certificates is having a good effect on the market for memberships. Just before the new 1/4c commission rule went into effect, Mar. 1, memberships were in strong demand at about \$3,800, but there has since been a sharp decline, the lowest price reported last week being \$2,800 net to the buyer.

The new 1/4-cent commission rate is working as well as could be expected. The commission on grain has been less than the rate on other commodities, such as stocks, cotton and coffee. The Cotton Exchange has had a larger business since its commission charge was increased than before. The loss in trade indicated by the reduction in Board of Trade clearings for March compared with a year ago was felt for months before the new commission rule went into effect and is due to conditions having no connection with the new rule; and when speculation revives the business of the Board of Trade will be greater than before, because the 1/4c charge will induce outside brokers to send business here.—A. S. White.

The following applications for membership in the Board of Trade have been approved by the directors: Robert W. Buckley, son of Chas. W. Buckley; Geo. E.

Saunders, Geo. K. Knowles, M. G. O'Brien, Leslie F. Gates, A. F. W. Walther, J. F. Parker, C. M. Proctor, L. J. Schwabacher and W. R. Holligan. Applications for membership have been made by Alvin L. White, Martin J. Hogan and Wm. H. Wheeler. The following memberships have been sold recently: Edw. W. Jones, David Walsh, Samuel Hazelhurst, Jere Pattison, Daniel W. Storms, Est. of W. B. Forsyth, Jos. McDonald, E. P. Ames, Benj. E. Baker, Duluth; John H. Winterbotham, Sigel J. Crafts, W. W. Bowers, W. W. Boynton, L. C. Beierlein, W. A. Thompson, Wenatchee, Wash.; Arthur J. Flynn, Frank S. Frost, Hugh Bartlett, Wm. N. Browning, Frank L. Farrel, George Knowles, Lewis B. Sinclair and Earl Wilkins.

In its suit against the Superior Board of Trade of Superior, Wis., which recently was started in the federal court at Madison, Wis., the Chicago Board of Trade, which seeks to prevent the counterfeiting of its quotations by Superior traders, has filed a very comprehensive petition, one clause of which, if granted by the court, will prohibit "any quotations of prices of real contracts having reference to the delivery of receipts issued by warehouses located in Chicago." Since real contracts based on Chicago receipts are the class of business done in the pit of the Milwaukee Chamber of Commerce, it would seem that an order of the federal court could be made to apply to Milwaukee as well as Superior. When questioned as to whether suit would be brot against the Milwaukee Chamber of Commerce, after Superior has been disposed of, the attorney for the Chicago Board of Trade stated that as far as he knew no suit was contemplated at present against the Milwaukee Chamber.

Among the contributions to the San Francisco relief fund from members of the Board of Trade are those of J. F. Harris & Co., and the Armour Grain Co., \$1,000; Logan & Bryan, \$750; Bartlett, Frazier & Carrington, W. C. Comstock, Frank G. Logan and Finley Barrell & Co., \$500; Rosenbaum Bros., \$400; Harris, Scotten Co., J. Rosenbaum Grain Co., Ware & Leland, Pringle, Fitch & Rankin and the Peavey Grain Co., \$250; J. C. Schaffer & Co. and W. R. Linn, \$200; R. W. Roloson & Co., \$150; Corn Products Co., Hulburd, Warren & Chandler, E. W. Bailey, D. Sullivan & Co., Knight & McDougal, E. M. Higgins, G. W. Higgins, C. W. Elphicke & Co., Parker & McIntyre, H. C. Champlin, Ennis & Stoppani, Frank Marshall, S. H. Woodbury & Co., J. Kidston & Co., Pope & Eckhardt, H. W. Rogers & Bro. and Robert Cummings, \$100; A. V. Booth, W. H. Sterling, Northern Grain Co., J. P. Malloy, O'Brien, Bloom & Co., W. H. Lake & Co., Scott-Monahan Co., Jackson Bros. and L. J. Friedman, \$50.

"Bids and offers" have no more legal standing than puts and calls under the decision against this form of trading given Apr. 19 by Judge Ball of the appellate court, reversing the decision of Judge Gary in the test case between Harry Woods and Mark Bates. This decision is the death knell to any form of trading in privileges in the Chicago market. Altho trading in "bids and offers" grew to a considerable volume during November and December the best legal opinion was against this subterfuge, and the directors of the Board ordered traders in such contracts to discontinue their dealings in the Board of Trade bldg. in December. As a question of law the decision is therefore of little importance, but it gives the

speculative grain trade a serious setback in this market. Many of the conservative speculators, when purchasing wheat, also buy a put to protect themselves from loss; and when deprived of the possibility of protecting their trades will cease trading or transfer their patronage to markets situated in states having no laws against options, such as Milwaukee and Minneapolis.

ILLINOIS.

Prentice, Ill.—I have succeeded Hubbs & Lewis.—J. H. Hubbs.

Woodruff, Ill.—The Danvers Farmers Eltr. Co. is building an eltr. here.

Kankakee, Ill.—E. D. Risser, of Paxton, has purchased the eltr. of R. G. Risser.

Savoy, Ill.—Morrison & Grindley will install an improved Hall Distributor.

Warrensburg, Ill.—The burned eltr. of the Farmers Grain & Coal Co. will be rebuilt.

El Paso, Ill.—The El Paso Eltr. Co. has increased its capital stock from \$10,000 to \$16,000.

East Lynn, Ill.—Wheelock & Peterson Bros. have purchased the eltr. of Hopwood Bros. and have taken possession.

Lodemia, Ill.—F. L. Churchill is tearing down his oat bin and will build another on the site with modern equipment.

Weldon, Ill.—Wm. Susdorf will remove to Weldon and take charge of the eltr. recently purchased by Geo. Susdorf & Son.

Roanoke, Ill.—J. P. Garber has purchased for \$12,000 the eltrs. and grain business of N. R. Moore and will take possession May 1.

Rising, Ill.—Wm. Murray, of Champaign, has purchased the eltr. and grain business of L. W. Porterfield and took possession Apr. 22.

Pontiac, Ill.—The Rowe Grain Co. has been organized by Oliver S. Ryerson, pres.; John Jacobson, secy. and treas., and C. L. Aygarn, mgr.

Tucker, Ill.—The Tucker Grain & Coal Co. incorporated, \$8,500 capital stock. Incorporators, F. X. Bergeron, David Gadbois, Octave Longtin and others.

Frontenac, Warrenhurst P. O., Ill.—We have purchased the grain eltr. and coal yard of J. A. Shrimp, who will remain in charge.—Whipple & Barr, Plainfield.

Peoria, Ill.—The Peoria Board of Trade has amended its rules prescribing the commission to be charged on grain, by striking out the words interest and insurance.

Decatur, Ill.—The C. A. Burks Grain Co. incorporated, \$9,000 capital stock, to deal in grain and coal. Incorporators, C. A. Burks, G. H. Shannagel and H. R. Phillips.

Waukegan, Ill.—The Corn Products Refining Co. contemplates building its \$6,000,000 glucose factory here, where the company owns a large tract of land north of the harbor.

Atwood, Ill.—Thirty-five dealers attended the local meeting here Apr. 19 and all pledged themselves to attend the Peoria meeting and bring all of their neighbor dealers.

Penfield, Ill.—H. C. Bear & Co. have not been succeeded by Bear & Hadden, as reported in this column Apr. 10. The firm of H. C. Bear & Co. is composed of H. C. Bear and G. W. Hadden.

Anchor, Ill.—O. A. Means has sold his interest in the eltr. of O. A. Means & Co. to his son and partner, A. B. Means, for

\$6,000, and will retire from active business to look after his farm near Saybrook.

Bowen, Ill.—The collapse of the eltr. of M. L. & A. E. Selby poured corn over the ground for a distance of 50 to 75 ft. The contents, 12,000 bus., were saved, and the house will be rebuilt. Fotograf of the wreck are reproduced in another column of this number.

Pekin, Ill.—The Smith-Hippen Co., grain dealers, had \$14,000 on deposit in the Teis Smith bank on the Friday before the failure of the bank, but lost little on account of E. F. Unland having on Saturday purchased good notes with the Smith-Hippen money.

Peoria, Ill.—A meeting of the local branch of the Illinois Grain Dealers Ass'n was held here on the evening of Apr. 13. The attendance was large and great interest was shown in the address of H. N. Sager, of Chicago, on the improvement of the grain inspection at that market.

Lafayette, Ill.—Floyd Gelvin, of Wyoming, has bot the eltr. here of W. H. Wrigley, of Wyoming. Mr. Wrigley succeeded Frank Hall & Co. about 18 months ago. The eltr. has capacity for about 16,000 bus., with rope drive and Fairbanks-Morse Gasoline Engine.—Scott & Hoadley.

Bearsdale, Ill.—The 12,000-bu. eltr. of the Bearsdale Grain & Coal Co. burned Apr. 1 with 4,500 bus. of oats and corn. The fire is thot to have been of incendiary origin, as there had been no fire in the eltr. for 2 days and the wind was wrong for sparks from a locomotive. Loss, \$6,000; insurance, \$4,500.

Carlock, Ill.—O'Hara, King & Co. have sold their eltr. [for \$8,000] to the Farmers Eltr. Co., to take possession May 1. I will be left alone to compete with the farmers. About 45% of the corn yet in farmers' hands and 25% of oats. Very little grain moving; farmers too busy working in the fields.—Wm. Ernst.

Arthur, Ill.—The eltr. of Bartlett, Kuhn & Co. has been torn down and a 60,000-bu. plant is being built on the site. The main house will be 32x35 ft. with capacity for 35,000 bus. of shelled corn and oats. A 25,000-bu. ear corn crib and a new office will also be built. The foundation will be of concrete. The plant will be completed in time to handle the oat crop.

Elwin, Ill.—G. S. Connard & Co. have torn down their eltr. and will build a 35,000-bu. eltr. on the site. The new plant will have a concrete foundation and corn drying plant in connection and will cost about \$5,000. The brick from the old building will be used to build a house for the engine, boiler, grain driers and cobs. The eltr. is to be completed by July 1.

Kilbourne, Ill.—Dissatisfied with their attempt to conduct a grain business, the farmers have decided to dispose of their eltr. Instead of receiving a rebate at the end of the year's business, the shareholders were confronted with an assessment of \$70, in addition to the original assessment of \$100. This was a branch of the National Farmers Exchange. A local of the same organization at Long Branch also has decided to sell its eltr.

Williamsville, Ill.—The Brainerd-Prather Grain Co. has purchased the eltrs. of W. H. Council at Williamsville, Van Wood, Ellis and Sherman. The firm is composed of Jas. L. Brainerd and Horace L. Wiggins, of Springfield, and John W. Prather, of Williamsville. Mr. Prather will be resident mgr. and will be assisted by Isaac F. Groves, who has been with Mr. Council for several years. The busi-

ness here was started in 1857 by Mr. Council's father, Wesley Council.

Peoria, Ill.—Arrangements for the annual meeting of the Illinois Grain Dealers Ass'n were completed at a conference Apr. 10 between G. H. Hubbard, pres., S. W. Strong, secy., and Erastus Roberts, director, of the Ass'n, with the following members of the Peoria Board of Trade: R. W. Van Tassel, pres., T. A. Grier, C. C. Miles and A. G. Tyng. June 12, the first day, will be given up to the business of the Ass'n. The forenoon of the second day will be occupied largely with the reports of officers and committees. The afternoon of the second day will be made very enjoyable by a 100-mile boat ride on the Illinois river as the guests of the Peoria Board of Trade, which has chartered the mammoth excursion steamer "City of Peoria" for the occasion. Music will be furnished by the best band in the state. The program will include address of welcome by R. W. Van Tassel, pres. of the Peoria Board of Trade; response by E. M. Wayne, Delavan, vice pres. of the Illinois Grain Dealers Ass'n; address by Pres. G. H. Hubbard, Mt. Pulaski; appointment of committees, new business; address by John F. Courcier, secy. of the Grain Dealers National Ass'n; secy.'s report, treas.'s report; committees' report; election of officers; and miscellaneous business. With a palatial steamer and good music there are few things that can be more enjoyable than a 100-mile ride on the old Illinois. Every grain dealer attending the convention is invited to participate in the excursion. Get ready.

INDIANA.

Brookston, Ind.—Halstead Bros. have purchased the eltr. of Wilkinson & Ross. Possessions was given at once.

Terre Haute, Ind.—Ben Watson will add eltr. and feed mill machinery to his mills and install a gasoline engine.

The Indiana Grain Dealers Ass'n will hold its semi-annual midsummer meeting at the Claypool hotel, Indianapolis, Ind., on Wednesday, June 27.

Anderson, Ind.—G. A. Lambert will install a feed mill in connection with his coal business and early next year he will build a large grain eltr. adjoining.

Pence, Ind.—The eltr. at Tab for Pence & Goodwine has been completed and the firm commenced business Apr. 1, at that eltr. and also at the eltr. here formerly operated by me.—F. R. Pence.

Indianapolis, Ind.—The Indianapolis Grain Co. incorporated, \$10,000 capital stock, to operate grain eltrs. and flour mills and buy and sell grain. Incorporators, Frank M. Murphy, Wm. H. Howard and Wm. V. Wheeler.

Huntington, Ind.—We have purchased the eltr. of Silver & Weber. The new firm name will be Shulenberg Bros. The eltr. has capacity for 25,000 bus. of grain, is of cribbed construction and is operated by gas power.—A. L. Shulenberg, Covington.

The Railroad Commission of Indiana deserves great credit for its earnest efforts to get cars for shippers with full elevators and to equalize freight rates. It would help many more shippers than it does if they would but make their troubles known. The best and quickest way to get your rights is to stand up for them, make a formal complaint *now*.

Indianapolis, Ind.—At the convention of the National Ass'n of Ry. Commissioners at Washington recently, C. V. McAdams of the Indiana Railroad Commission, which is only 8 months old, said the

Commission had encountered many trials in its brief career, having been attacked in the courts on all possible counts, and that the constitutionality of the act would be taken to the U. S. Supreme Court.

Advance, Ind.—The Advance Grain Co. complained to the Railroad Commission of Indiana that they were required to pay 2 cents a hundred more on grain shipped to the seaboard than their competitors on the Chicago division of the Big Four within a distance of from 6 to 10 miles. The Commission took the matter up with the Central Indiana Railroad, on which Advance is located, and after considerable effort and correspondence, the Railroad Co. has agreed to put in the same rate at Advance that obtains on the Chicago division of the Big Four, thus saving to them about \$12 per car, on 150 or 200 cars of grain per year. The Chicago division of the Big Four makes the Chicago rate at all of its stations from Indianapolis west, but all other roads west of Indianapolis in the 100 per cent territory add a plus of one to two cents. There are other petitions pending before the Commission under that provision of the law relating to interstate commerce, asking that reductions be made so that all stations within the 100 per cent territory will be on a flat Chicago rate basis without any plus. On the face of the proposition, this seems equitable and it is the desire of the Commission to accomplish the reduction where complaints have been filed.

INDIANAPOLIS LETTER.

Because of the increased demand hay and grain dealers in Indianapolis have advanced the price of bran and millfeed \$1 a ton. Trade in this line is heavy and large quantities of feed are moving daily.

Representative Jesse Overstreet, of the Seventh Indiana District, has introduced into the House the following petition of the Indiana Grain Dealers Ass'n, signed by J. M. Brafford, its secy., and declaring in favor of uniform Bs/L: "The grain dealers of Indiana are very much interested in some legislation similar to that of House bill 15,846, introduced by the Hon. Charles E. Townsend. The grain dealers of Indiana have had serious trouble during the last year or two with the order Bs/L and they are now trying to come to some agreement with a committee from the railroads on a new form of Bs/L, but national legislation on the subject, in the form of the bill referred to, would forever set at rest any question hereafter in regard to order Bs/L. We would be under great obligations to our representatives in Congress if they could assist in the enactment of some such legislation." As yet the petition has not been acted upon.—C. P.

IOWA.

Burlington, Ia.—The eltr. of the Harris, Scotten Co. has been closed.

Grafton, Ia.—The farmers are organizing a company to build an eltr.

Manilla, Ia.—Oren Russell, of Luton, has succeeded John Hadick as auditor for the Neola Eltr. Co.

Remember the annual meeting of the Iowa Grain Dealers Ass'n at Des Moines, Ia., May 15 and 16.

Ocheyedan, Ia.—The Farmers Eltr. Co. has applied for a site on the Rock Island for the erection of an eltr.

Rhodes, Ia.—Geo. Gilbert is building a fine office at his eltr., which will be finished in hardwood and oiled.

Renwick, Ia.—The farmers are organ-

izing a co-operative eltr. company. John Palmer and Chas. Lewis are interested.

Cresco, Ia.—The eltr. used for flax baling by the International Harvester Co. burned recently with \$1,600 worth of baled flax.

Larchwood, Ia.—The Farmers Eltr. Co. has been organized and a committee appointed to secure a site for the erection of an eltr.

Sibley, Ia.—F. Boldt, who has had charge of the eltr. for E. A. Brown, has resigned and the eltr. has been closed for the present.

Keystone, Ia.—The Keystone Mercantile Co. has let the contract for building its eltr. at about \$400 less than the contract is worth.

Ashton, Ia.—The Farmers Eltr. Co. has been organized. The officers are: B. Klosterman, pres.; R. Yappan, secy.; Chas. Bangert, treas.

Greenfield, Ia.—Don O. Walsworth has purchased the eltr. of J. H. Hulbert & Co. Mr. Walsworth has been operating the house for the firm.

Osgood, Ia.—The Farmers Eltr. Co. has been organized and will incorporate. The company is negotiating for the purchase of the Fahnstock Eltr.

Whitemore, Ia.—Scott Logan is tearing down one of his old warehouses and will use the materials for the construction of a 20,000-bu. oat house adjoining the eltr.

Traer, Ia.—F. M. Joyce, of Lake City, has succeeded Robert Mullan as mgr. for the Northern Grain Co. Mr. Joyce formerly had charge of the company's business at Buckingham.

Des Moines, Ia.—The Iowa section of the U. S. Weather Bureau has begun sending out its weekly crop bulletin under the direction of the veteran crop and weather observer, John R. Sage.

Sheffield, Ia.—Aug. J. Froning, who recently sold his eltr. at Allison, has purchased for about \$10,000 the 2 eltrs. of Thos. Thomas, who has been in the grain business here for the past 28 years.

Greene, Ia.—The Farmers Co-Operative Co. has been organized and the following officers elected: Oliver McGee, pres.; Henry Meyne, vice-pres.; W. F. Scantlebury, secy.; Aaron Kingery, treas.

Des Moines, Ia.—The fire which gutted four stories of the Observatory Bldg. recently, burned some and damaged other property of the Iowa Grain Dealers Ass'n so it suffered a loss of several hundred dollars.

Norway, Ia.—The Farmers Co-Operative Eltr. Co. has been organized with \$5,000 capital. It has not been decided whether the company will buy one of the eltrs. already here or build. Axel Melburg is pres.

Jewell, Ia.—My father and I have purchased the grain, lumber and coal business of the Voss Lumber Co. at Jewell Junction and will conduct the business under the name of the Pfund Lumber Co.—Chas. A. Pfund, Luverne.

River Sioux, Ia.—S. H. Robinson, mgr. for the Updike Grain Co., was held up Apr. 11 by 2 masked men just as he was leaving his office, about 9 p. m. The robbers took \$70 in cash and a check for \$37, but overlooked \$115 in cash which Mr. Robinson had in a vest pocket.

Peterson, Ia.—Ed. Sitz, grain dealer and miller, is a candidate for the office of state railroad commissioner. Mr. Sitz is familiar with the transportation prob-

Iems, with which northwestern Iowa has had to contend, and is a good man for the office.

Pomeroy, Ia.—The Farmers Protective Ass'n has been organized and contemplates building an eltr. and factory. The committee appointed to take charge of the building of the eltr. includes Henry Neiting, Ed Aden, Frank Paterson, and others. A meeting will be held May 5.

Rockwell City, Ia.—The Rockwell City Eltr. Co. incorporated, \$5,000 capital stock. The company will begin business as soon as the necessary arrangements can be made. The officers of the company are: Henry Parsons, pres.; W. W. Grant, vice-pres.; A. W. Eshbaugh, secy.; C. W. Bloomenshine, treas.

Gilbert Station, Ia.—The farmers have purchased the eltr. of the Western Eltr. Co. for \$6,100 and will operate it under the name of the Gilbert Grain Co. The eltr. has capacity for 30,000 bus. and is well equipped with all modern machinery. E. P. Gilbert has succeeded A. C. Smith as mgr.—A. C. Smith, agt. Western Eltr. Co.

Dubuque, Ia.—Dennis Bros. have purchased a site and will build a large storage house, with eltrs., conveyors and chutes. The building which this firm formerly rented was leased to other parties recently, causing Dennis Bros. to seek new quarters. It is expected that the new plant will be ready for occupancy by August.

George, Ia.—The Farmers Eltr. Co. incorporated, \$25,000 capital stock, to deal in all kinds of farm products, coal, lumber and building materials and buy live stock. The officers are: H. M. Freerks, pres.; H. U. Kruse, vice-pres.; J. D. Van Loh, secy.; R. J. King, treas. The company has applied for a site on the I. C. Ry. for the erection of an eltr.

Green Mountain, Ia.—The Farmers Co-operative Eltr. Co. has been organized with \$5,000 capital. The company is said to expect to buy the eltr. of Homer Thomas, the only grain dealer of the town, but will build if it cannot buy. It is reported that the reason for the farmers organizing the company is because they become indignant at the part taken by Mr. Thomas last summer in the removal of a church.

Directors and officers of co-operative eltr. companies are liable for indebtedness under the provisions of Sec. 1622 of the Iowa code, which is: Any intentional violation by the board of directors or the managing officers of the corporation of the provisions of the two preceding sections shall work a forfeiture of the corporation privileges, to be enforced as provided by law. If the indebtedness of any corporation shall exceed the amount of indebtedness permitted by law, the directors and officers of such corporation knowingly consenting thereto shall be personally and individually liable to the creditors of such corporation for such excess.

Des Moines, Ia.—Among the bills passed by the legislature are the following: Appropriating a tax of 1-5 mill for the state agri. college, and \$250,000 for building a hall of agri.; the bill providing a more complete endowment for the agri. experiment stations; the bill appropriating \$15,000 for extension work of the state college of agri.; bill providing for the use of the King road drag on public highways at a cost of not to exceed 50c per mile; the bill making it unlawful for railroads to give free tickets to public officers, judge, members of the legislature and delegates to political conventions. The

bill appropriating \$15,000 for college extension work originally carried a larger appropriation and was very much desired by the grain dealers, who worked for its passage. Under this bill the state college and the Iowa Grain Dealers Ass'n, working together, will considerably increase the output of grain from the same acreage by educating the farmer to sow pure seed and adopt better methods of cultivation. The Powers reciprocal demurrage bill, which was objected to because it gave the railroad commission authority to suspend the operation of the law a part of each year, failed of enactment.

IOWA ASS'N MEETING.

The annual meeting Iowa Grain Dealers' Ass'n will be held in the Y. M. C. A. hall, Des Moines, Iowa, May 15 and 16, 1906. Following is part of the program: President's Address—Jay A. King, Nevada, Iowa.

The Grain Trade—J. L. McCaul, Minneapolis.

Treasurer's Report—Geo. A. Wells, Des Moines.

Secretary's Report—Geo. A. Wells, Des Moines.

Report of Freight Claims Committee—Geo. A. Wells, Chairman.

Evening, May 15, 1906.

Banquet or Smoker.

May 16, 1906.

Railroad Problems by—

Mutual Discussion.

Mutual Insurance by F. D. Babcock, Ida Grove, Ia.

General Discussion.

Afternoon, May 16, 1906.

Report of Auditing Committee.

Report of Resolutions Committee.

Report of Nominations Committee.

Election of Officers.

Adjourn.

KANSAS.

Do not fail to meet us at Wichita May 10-11.

Beeler, Kan.—The Rock Mill & Eltr. Co. will build an eltr.

Turon, Kan.—The farmers are organizing a company to build an eltr.

Kackley, Kan.—Leonard Nelson is repairing the foundation of his eltr.

Osage City, Kan.—Work has been begun on the eltr. for the Osage City Grain & Eltr. Co.

Wichita, Kan.—The Robb-Bort Grain Co.'s new steel tank eltr. has recently been completed by R. C. Stone.

Iola, Kan.—S. D. Ray, flour and feed dealer, has purchased a site on the M. P. Ry. and will build a grain eltr.

Glasco, Kan.—Stock feeders are now beginning to feel the advance in the price of corn, which is selling at 44 cents.

Ness City, Kan.—The Rock Mill & Eltr. Co. will remodel its local mill and office and hereafter make this point general headquarters.

Spring Hill, Kan.—The farmers are organizing a co-operative company and contemplate building an eltr. A. P. Williams and W. C. Palmer are interested.

Holyrood, Kan.—A number of farmers have purchased the local eltr. from the Farmers National Exchange and will conduct the business independently.

Wichita, Kan.—Several grain dealers have been admitted recently to membership in the Board of Trade, and the price of certificates has been placed at \$250 each.

Bison, Kan.—P. C. Dixon, mgr. of the

La Crosse Lumber & Grain Co., is negotiating for the purchase of the eltr. and plant and will operate it, assisted by his son.—LaCrosse Lumber & Grain Co.

Easton, Kan.—Water in the eltr. pit has been giving the Midland Eltr. Co. a great deal of trouble. J. B. Oliphant, pump chief, and ass't, A. T. Wilson, have had a hard time trying to get rid of the water.

Cherokee, Kan.—The eltr. of Fred Chadsey was damaged Apr. 9 by a fire which started in the roof and was caused by a spark from a passing locomotive. Loss estimated at \$100; covered by insurance.

Kansas Falls, Junction City P. O., Kan.—About 150 wagon loads of cobs near the eltr. of the Midland Eltr. Co. were set fire to by a locomotive Apr. 15, and but for the prompt action of residents the eltr. would have also burned.

Topeka, Kan.—The fees collected by the state grain inspection dept. during the 9 months prior to Apr. 1, as reported by John W. Radford, state grain inspector, amounted to \$36,426.45. The smallest amount collected monthly was \$1,629.20 in March.

Yates Center, Kan.—Aldrich & Keller have recovered judgment against the railroad company in the sum of \$275 for failure to move cars to destination as promptly as required by the new law. The road took nearly 70 days to move a car to Chicago.

Moundridge, Kan.—Jacob Strauss has let the contract for the enlarging of his eltr. The interior will be remodeled and new machinery installed. The Moundridge Milling Co. has let the contract for the erection of a large grain eltr. to R. C. Stone.

Concordia, Kan.—Bossemeyer Bros., of Superior, Neb., have purchased the new eltr. of the Cloud County Grain Co. It is reported that the eltr. which Bossemeyer Bros. have been operating will be torn down and the business continued in the newly acquired plant.

Bluff City, Kan.—The Bluff City Grain & Fuel Co. incorporated, \$7,000 capital stock, to take over the eltr. of the National Farmers Exchange. The officers of the new company are: Henry Lehman, pres.; Gus Albert, vice-pres.; J. E. Grove, secy.; W. L. Johnson, treas.

Topeka, Kan.—The Atchison, Topeka & Santa Fe Eltr. Co. incorporated \$100,000 capital stock, to build, rent and lease eltrs. in Kansas and other states, to operate eltrs. and store and handle grain. Of the 1,000 shares of stock, 994 are held by J. E. Hurley, general manager of the Santa Fe R. R.

We are indebted to the Wichita Board of Trade, of Wichita, Kan., for a beautiful hand-painted invitation to its First Banquet on the evening of May 11. The Board has enjoyed a rapid growth in members and in volume of business and its members are harmoniously pulling together for the common good.

Wichita, Kan.—The Board of Trade will establish grades independently of the state inspection department, with a view to building up a trade for Wichita based on an inspection that the Board will endeavor to have always uniform. Type samples of the Wichita grades are to be furnished dealers and millers so the buyer may know exactly what to expect. The Board will appoint a grain inspector.

Wichita, Kan.—A joint convention of Missouri, Kansas and Oklahoma grain

dealers and millers will be held in Wichita May 10 and 11. The Comite on Program consists of E. J. Smiley for the grain dealers and F. D. Stevens for the millers. The Comite on Arrangements consists of Dave Heenan, J. C. Robb, F. J. Olson, F. D. Stevens and E. Gorvin. The visitors will be entertained on the evening of May 11 with a grand banquet.

Hutchinson, Kan.—Stockholders of the Farmers Co-Operative Shipping Ass'n held their annual meeting here Apr. 4 and 5 and listened to the report of the general manager, showing a loss of \$8,500 during the past year, which the manager alleges was caused by the old management. The 1,551,226 bus. of wheat bot shrunk 13,389 bus. in handling; and the general expense of handling 1,934,000 bus. of grain was 1.63 cents per bu., which, with a local station expense of 1.15 cents per bu. brings up the total to 2.78 cents per bu. General Manager Fritz Egelhard said: "We have made special efforts to increase the company's consignment business with the result that in a little more than nine months the company has handled four hundred and twenty-two cars on consignment, while in the preceding twelve months only two hundred and fourteen cars were handled outside of the business, handled for the firm of C. Hoffman & Son. We now have many good customers and feel sure of a large increase in this class of business."

KENTUCKY.

Dawson Springs, Ky.—The mill for the Dawson Milling Co. has been completed ready for the installing of the machinery.

LOUISIANA.

New Orleans, La.—Eltr. D, operated by the Harris, Scotten Co. has been closed.

Crowley, La.—J. Frankel, pres. of the Bank of Acadia, has purchased for \$30,000 the Eagle Rice Mill.

New Orleans, La.—At a joint meeting of the transportation committee with the grain committee of the Board of Trade, Apr. 17, Samuel C. Scotten, of the Harris, Scotten Co., E. F. Rosenbaum of the J. Rosenbaum Grain Co. and Frank G. Crowell of the Hall-Baker Grain Co. were heard in defense of the leasing of railroad eltrs. to private grain firms. T. J. Hudson, general traffic mgr. of the Illinois Central, and T. J. Freeman, general solicitor of the Texas & Pacific, stated that the local grain dealers several years ago were not moving any considerable quantity of grain to the port; and that as a result of the lease to the Harris, Scotten Co. of one of the eltrs. 14,000,000 bus. of grain went thru New Orleans the following year. J. M. Rogers stated that his firm had been forced to the wall thru the understanding that the larger firms had with the railroads.

MARYLAND.

Baltimore, Md.—The Baltimore Pearl Hominy Co. has let the contract for the erection of a 50,000-bu. steel storage tank, which will be 50 ft. high and 40 ft. in diameter on a 17-ft. steel sub-structure, spanning the railroad tracks. The tank will be divided into 9 bins and will be operated in connection with the company's corn mill which is now being built.

Baltimore, Md.—This city will have two first-class modern elevators of the latest and best design if the grain dealers will keep after the railroads. With such facilities at hand our export business will

be handled with dispatch and cars will be relieved more promptly and returned West for more grain to the profit and advantage of the railroads.

Baltimore, Md.—John H. Maynadier, a former grain merchant, died Apr. 15, aged 76 years. Mr. Maynadier engaged in the grain business in 1865 with the firm of Wm. E. Woodyear & Co., and was connected later with J. C. Allewait & Co., after which he engaged in the grain commission business on his own account. He was a member of the Corn and Flour Exchange, the predecessor of the Chamber of Commerce, and maintained his membership after he had retired from active business. The following committee was appointed by Pres. Wylie, of the Chamber of Commerce, to attend his funeral: Jas. J. Corner, Geo. Frame, Jas. Lake and Edwin Hewes.

MICHIGAN.

Williamston, Mich.—Linn & Edwards will install 2 improved Hall Distributors.

Mulliken, Mich.—A. E. Lawrence has installed an improved Hall Distributor in his eltr.

Standish, Mich.—The Sterling Eltr. Co. is building an eltr. The building will be 26x104 ft. and 35 ft. high.

Brown City, Mich.—The large bean eltr. of the Brown City Grain Co. burned Apr. 10. Loss \$10,000; partially insured.

Detroit, Mich.—A record-reaking cargo of 350,000 bus. of flaxseed was taken into port recently by the steamer Joseph G. Moore.

Kalamazoo, Mich.—John Fleming, a leading grain dealer in this section of the state for 50 years, died Apr. 11 at the insane asylum.

Elsie, Mich.—L. W. Curtis has brot suit against Geo. B. Briggs to have the firm of Curtis & Briggs dissolved and a receiver appointed.

Berrien Springs, Mich.—G. M. Dean and E. F. Garland have purchased a building here and will engage in the wholesale grain and hay business.

The seed corn special over the Michigan Central Ry. left Grand Rapids Apr. 14 and ending the day's run at Jackson; Apr. 16, Parma to Niles; Apr. 17, Niles to Concord, over the Air line. Meetings were held in the passenger coach and were 1 hour in length.

Richland, Mich.—Eugene F. Knappen has brot suit against the Michigan Central R. R. Co. to recover \$10,000 damages for the burning of the eltr. owned by himself and John Hogg. Sparks from a locomotive are said to have ignited the shingles on the roof of the eltr., which stood 60 ft. from the tracks. It is alleged the engines on this division of the M. C. R. R. are not equipped with spark arresters.

Detroit, Mich.—The Board of Trade has adopted the following definition of terms of shipment: "Immediate shipment," shall mean shipment within 3 business days. "Quick shipment" shall mean shipment within 5 business days. "Prompt shipment" shall mean shipment within 10 business days, "prompt" shipment to be understood when no time is specified. Time to be counted from receipt of full and proper billing instructions. Date of sale to be excluded in all instances.

MINNEAPOLIS.

The terminal eltr. for the Seidl Grain Co. will have capacity for 100,000 bus. of

grain. It will be located on the N. P. Ry.

The Sheffield Mill & Eltr. Co. incorporated, \$200,000 capital stock. B. B. Sheffield, formerly of the Sheffield-King Milling Co., is one of the incorporators.

Edward A. Vaughan, the get-rich-quick swindler, was found guilty Apr. 11 of using the mails to defraud. His confederates got away with \$75,000; the prompt action of the government having saved would-be investors nearly \$1,000,000.

J. L. McCaull, of the McCaull-Dinsmore Co., and Fred B. Wells, of the Peavey Eltr. Co., have been appointed on the executive relief committee to represent the Chamber of Commerce and the eltr. interests in the work of securing aid for the San Francisco sufferers. They have made a canvass of the grain, eltr. and flour houses of this city and have met with a very gratifying success.

Arrangements for the entertainment of the dealers attending the annual meeting of the Tri-State Grain Dealers Ass'n at Minneapolis are being made by the Minneapolis grain receivers, who are conferring with a committee consisting of Messrs. McHugh, Poehler, Martin, Freeman and Tearse. The committee is considering the giving of a banquet with a trolley ride to Minnetonka and a tour of the lake.

MINNESOTA.

Bellingham, Minn.—The eltr. of the Interstate Grain Co. burned Apr. 18.

Elbow Lake, Minn.—H. K. Harrison is buying grain for the Atlantic Eltr. Co.

Heron Lake, Minn.—The Farmers Eltr. Co., of Westbrook, will build an eltr. here.

Cologne, Minn.—A grain storage eltr. will be erected by the Cologne Milling Co.

Henning, Minn.—Andrews & Gage will make extensive improvements in their eltr.

St. Charles, Minn.—The farmers are organizing a company to build an eltr. here.

Eden Valley, Minn.—The Atlantic Eltr. Co. will rebuild its eltr. which burned Apr. 1.

Grand Meadow, Minn.—The LeRoy Fiber Co., of LeRoy, has started a flax fiber mill here.

Waterville, Minn.—The Minnesota Farmers Exchange is organizing a Farmers Co-operative Eltr. Co. here.

Franklin, Minn.—The farmers are organizing an eltr. company. Daniel Whitmore has been elected temporary secy.

Hitterdal, Minn.—John Fredlund has leased the eltr. of the Dakota Eltr. Co. and will operate it on his own account.

Lester Prairie, Minn.—The eltr. of the State Eltr. Co. burned recently. The eltr. was practically empty, so the loss is comparatively small.

Currie, Minn.—C. E. Jerome, who has for years been buying grain here for the Skewis Grain Co., has resigned to take a position in S. D.

Stewartville, Minn.—Archie C. Thomas, grain buyers for the Chicago-Western Eltr. Co., was married Apr. 5 to Miss Ida Lenten of Stewartville.

Candor, Minn.—The Northland Eltr. Co. contemplates building a warehouse and engaging in the flour and feed business. John Reiman is the agt.

Gibbon, Minn.—N. Johnson has filed a complaint with the atty. gen. of the state that the line eltrs. at this station are keep-

ing the price of wheat above the market so that he can not afford to buy.

Danube, Minn.—The Farmers Eltr. Co. has let the contract for the erection of its eltr. at \$3,970 complete. Experienced eltr. builders asked about \$1,200 more for the contract.

Burr, Minn.—The Farmers Eltr. & Supply Co. incorporated, \$10,000 capital stock. Incorporators, D. Beinigen, pres., Harry Mummy, vice-pres., Alfred Froberg, secy., Lars Nordseth, and others.

Duluth, Minn.—It is said the grain recovered from the Peavey eltr. fire will not much more than pay the expense of removing it, and that the underwriters would have done well to have accepted the bids of the salvage companies.

Olivia, Minn.—The Olivia Farmers Eltr. Co. incorporated, \$15,000 capital stock, to deal in all kinds of farm products, fuel, lumber, building materials, etc. Incorporators, John Mehlhouse, J. K. Hankel, F. E. Busse, and others.

Perham, Minn.—The grain is being shipped out of the eltr. of Andrews & Gage, preparatory to moving the eltr. from its present location to make room for the double track. Several of the eltrs. of the firm between Wadena and Fargo must be moved.

St. Peter, Minn.—Martin J. Hahn has brot suit for \$2,000 damages against the Plymouth Eltr. Co., for injuries received last Nov. while plaintiff was in the employ of the company. He was caught in the shafting of a corn sheller and had his arm fractured in 2 places.

Duluth, Minn.—A gang of 15 to 20 boys has been discovered to be engaged in stealing wheat from cars and selling their pilferings to a feed dealer. At first the lads took only sweepings, but becoming bolder, they have been breaking the seals of cars.

Wadena, Minn.—The eltr. of the Monarch Eltr. Co. burned Apr. 12 with a quantity of grain. A carload of flax and 500 bus. of wheat were badly damaged. The fire started from a hot box in the eltr. boot, when the buyer, C. A. Parks, started the machinery to load a car of flax. The loss will not exceed \$5,000.

The annual meeting of the Tri-State Grain Dealers Ass'n will be held at Minneapolis, Minn., May 31 and June 1. Railroads have made a rate of one fare plus \$2 from all parts of the country to St. Paul on account of the meeting of the general federation of Womens' Clubs, which rate grain men can take advantage of without wearing skirts. Tickets will be good returning to June 7.

LeRoy, Minn.—The LeRoy Fiber Co. has been organized by local capitalists and the flax mill, formerly owned by the Northwestern Fiber Co., has been purchased. The company has purchased additional land and will erect other buildings. The company will have branches in some of the surrounding towns. The local plant will manufacture linen fiber by a process recently invented by the company's local mgr. Jas. Lappin.

MISSOURI.

Kansas City, Mo.—Memberships in the Board of Trade are selling at \$3,000.

St. Louis, Mo.—Memberships in the Merchants Exchange are selling at \$162.50.

St. Louis, Mo.—Louis Weinberg, of Funston Bros. & Co., died Apr. 6 after a short illness.

Walker, Mo.—The plant of Wm. A.

Terrell, the local grain dealers, burned recently. No insurance.

Kansas City, Mo.—T. T. Logan has purchased the membership in the Board of Trade of J. J. Heim.

Hannibal, Mo.—Wm. Schweitzer and Edw. Morawitz have purchased the Magnolia mills and grain eltr.

Miami Station, Mo.—McKinney & Crispin, of Miami, have leased a site and will erect an eltr. to cost about \$2,500.

Lockwood, Mo.—Frank H. Farris has succeeded Sandmeyer & Gilman. Mr. Farris formerly had charge of the business.

Kansas City, Mo.—David L. Croysdale, a member of the Board of Trade, will be married May 1 to Miss Josephine B. Goodman.

Kansas City, Mo.—Local hay dealers contemplate instituting a test case to have the hay inspection law declared unconstitutional.

St. Louis, Mo.—Grain dealers and millers of the Merchants Exchange are making liberal contributions to the San Francisco relief fund.

Kansas City, Mo.—As stated in this column, Apr. 10, the Board of Trade will organize a transportation dept. of its own, and has asked the transportation committee to select a good man to take charge.

St. Louis, Mo.—The court has decided that the Merchants Exchange exceeded its powers in suspending C. H. Albers of the Advance Eltr. Co., from membership in consequence of a wheat deal with the Hubbard & Moffitt Commission Co.

St. Louis, Mo.—The traffic bureau of the Merchants Exchange has appointed J. C. Lincoln commissioner, at a salary of \$1,500 per year. Mr. Lincoln has long experience in traffic matters, and has been with the Gould lines. The Business Men's League has appointed Philip W. Coyle as their commissioner, and he will take charge May 1.

St. Louis, Mo.—A hearing on grain inspection was held Apr. 16 by the Missouri Railroad and Warehouse Commissioners at their office in this city. Specific complaints were signed by millers and presented to the Commissioners. Also submitted was the report of the grain committee of the Merchants Exchange that the samples of grain in store were not equal to requirements of the inspection rules on account of being "too much unsound." The eltrs. offered a second lot of samples, which were pronounced fully up to standard by the millers and grain men, and Chairman Knott of the Commissioners, ordered that these samples be sealed as type samples, and that all wheat delivered from public eltrs. hereafter must equal these samples in soundness. Before the special inspectors run over the wheat in the eltrs. the Commissioners will listen to arguments from both the millers and the eltr. men as to who shall bear the expense of handling the grain.

ST. LOUIS LETTER.

J. C. Schreiner, pres. of the Schreiner Grain Co., has been elected a director of the Mississippi Grain & Eltr. Co. to take the place of Allan C. Bates who committed suicide recently.

Freight traffic mgrs., of St. Louis lines voted one day to abolish the switching allowance to industrial tracks which averages \$3 to \$3.50 per car to take effect April 14 and the next day rescinded their action.

The transportation committee of the Merchants Exchange has been notified by the Chicago & Alton Railroad Co., that it

has decided to discontinue the reconsignment charges on grain at this point. The committee has received similar notices from all the roads except one and there is every probability that this road will soon abolish the charges.—W. H.

NEBRASKA.

Bee, Neb.—The Udkjke Grain Co. will install an improved Hall Distributor.

Wood River, Neb.—E. L. Thelan has succeeded E. L. Light as mgr. for the Omaha Eltr. Co.

Harrison, Neb.—Lacy & Deickman have succeeded Lacy Bros. in the grain, lumber and implement business.

Scribner, Neb.—Witt Bros. contemplate building a 12,000-bu. eltr. and storage room for their mill products.

Crowell, Neb.—John Phinney, of Nickerson, has purchased the eltr. of the Torpin Grain Co. and has taken possession.

David City, Neb.—F. P. Van Wickle, of York, has purchased the Imperial Mill and will operate it in connection with his line of eltrs.

Tekamah, Neb.—Henry Roberts is repairing his eltr. He has installed a Howe Scale, purchased of the York Foundry & Engine Works.

Cortland, Neb.—The Nebraska Eltr. Co. will install a 6-h. p. gasoline engine, purchased from the York Foundry & Engine Works.

Mascot, Neb.—J. M. Grace & Co. incorporated, \$20,000 capital stock, to do a grain business. Incorporators, J. M. Grace and others.

Juniata, Neb.—The Juniata Grain & Livestock Ass'n incorporated, \$10,000 capital stock. Incorporators, E. P. Hubbard, W. H. Waldron, and others.

Valparaiso, Neb.—The Nebraska Eltr. Co. will install an 18-h. p. gasoline engine in its eltr. The engine will be purchased from the York Foundry & Engine Works.

Phillips, Neb.—D. Sorenson, a feeder, is equipping the eltr. which he is building on his farm with machinery and scales purchased from the York Foundry & Engine Works.

Staplehurst, Neb.—The purchaser of Ketels & Co.'s eltr. is J. D. Lemmon of Lemmon & Coleman, and not C. M. Lemmon, as stated in this column Apr. 10.—Lemmon & Coleman.

Omaha, Neb.—Geo. Johnson, formerly mgr. of the eltr. of Thos. Ostergard at Newman Grove, has removed to Omaha and taken charge of one of the departments here of the Nye-Schneider-Fowler Co.

Lincoln, Neb.—Richard Wilkinson has disposed of his interest in the Ewart-Wilkinson Grain Co., which controls a line of 16 eltrs. Elliott Lowe will remove to Lincoln and take charge of the business about May 1.

Ohioia, Neb.—R. R. Chenoweth has purchased the grain eltr. and residence property of W. C. Moore. Possession was given at once. A 22-h. p. Howe gasoline engine, purchased from the York Foundry & Engine Works, has been installed in the eltr. to supplant steam power.

Wabash, Neb.—The Farmers Grain Ass'n has been organized and will be incorporated with \$10,000 capital stock. A site has been purchased on which the ass'n will build an eltr. if the present negotiations for the purchase of the eltr. of Jos. Tighe are not successful.

Central City, Neb.—The T. B. Hord Grain Co., recently incorporated, has suc-

ceeded T. B. Hord & Co., and the Wells-Hord Grain Co. in Nebraska. The officers of the new company are: T. B. Hord, pres.; Heber Hord, vice-pres.; Geo. F. Bissell, secy. and treas. T. E. Wells takes charge of the Iowa eltrs. and property of the Wells-Hord Grain Co.

Newman Grove, Neb.—The Nye-Schneider-Fowler Co. has taken possession of the eltr. recently purchased from Mrs. Ostergard. This eltr. was built in 1886, part of the lumber for it being hauled ahead of the railroad. Wm. Fried, who is now vice-pres. of the purchasing company, was a member of the company which was organized in 1887 to operate the new eltr. It is understood that Andrew P. Anderson will have charge for the new owners.

NEBRASKA LETTER.

Germantown.—The Foster Grain Co. has leased its eltrs. to Louis Meyers.

Omaha.—The G. C. Thompson Co. has been changed to the Thompson Grain Co., and Arthur English has become a member of the firm. Mr. English was mgr. of the United Gypsum Co.

Millard.—John Von Dohren was overcome by gasoline fumes in the tank room of his father's elevator, April 20. He was found unconscious on the floor, but prompt work by doctors saved his life.

Nebraska City.—The farmers of Otoe county are taking advantage of high prices and are selling corn. A local grain man estimated Saturday that the farmers of the county had sold 350,000 bus. of corn at 40 cents a bu. during the week.

Beatrice.—At a meeting of the Diller Farmers Grain Co., April 12, the directors were authorized to buy the Ewart-Wilkinson eltr. for \$5,000, and one acre of ground, but as the directors will have to sell more stock to get the money, the deal has not been closed.

Lincoln.—The state board of agri. has offered \$150 in gold prizes for a boys' corn growing contest. Superintendent McBrien of the state board of education is enthusiastic over the teaching of agriculture in the public schools and in the abetting of corn contests. He has already purchased the seed corn for distribution among the boys.

Lincoln.—Senator Pemberton, of Beatrice, appointed by the supreme court as referee to hear the testimony in the case of the state against the members of the Nebraska Grain Dealers Ass'n., has announced he will begin taking testimony at 11 o'clock Thursday, Apr. 26. It is the wish of the legal department of the state and the referee to rush matters as rapidly as possible.

Omaha.—The local grain men were liberal givers to the San Francisco relief fund. The Omaha Eltr. Co., \$250; the Traps-Mississippi Grain Co., the Undike Grain Co., the Merriam & Holmquist Co. and S. Hennan, \$100 each; the F. D. Day Co., Hynes Grain Co., and the Bartlett-Frazier Co., \$50 each; W. C. Sunderland, the Exchange Grain Co., Nebraska Elevator Co., the I. H. Hamilton Co., J. F. Twamley & Son and E. E. Huntley, \$25 each; Rudolf Beal, \$15; A. H. Merchant, Thomas Baker and Geo. H. Lyons, \$5 each, and C. F. Davis, \$1.

Omaha.—The board of directors of the Omaha Grain Exchange held a meeting last Friday, the first day after Pres. Watfies' return, to elect a successor to Secy. Merchant, who is anxious to be relieved of his duties. No conclusion was reached. There was also presented a resolution drawn by the active members of the Ex-

change, suggesting that it would be well to secure a man from outside railroad circles; also that the exchange should maintain its separate identity and not tie up its transportation matters with the Commercial club, under the management of E. J. McVann, as it has been said the board may do.

Omaha.—The activity of the option business on the floor of the local grain exchange is a matter which gives much pleasure to the members. When the exchange was founded two years ago the option business was started and flourished for a while, but interest gradually dwindled and finally it was dropped. Early this spring several members of the exchange met and decided that an option business could be successfully and permanently established. Accordingly, about the last of February, trade was begun. In March 10,000,000 bus. of corn and wheat changed hands, and April is showing up nearly as well. The feature for the current month is the increased volume of trading in wheat. In March the business was almost entirely in corn; in April the honors between wheat and corn have been about equally divided. Little interest is taken in oats, bids being made occasionally for the purpose of making a nominal price.—R. A. M.

NEW ENGLAND.

Boston, Mass.—The anti-bucket shop bill has been passed to its third reading in the senate.

Lynn, Mass.—The grain and hay warehouse of Torrance, Vary & Co. burned recently with its entire contents. Loss \$11,000.

Greenville Junction, Me.—The plant of the West Cove Grain Co. burned Apr. 10. The fire started in the mill of the company. Loss, \$3,000.

Fitchburg, Mass.—The W. A. Haynes Co. incorporated, \$30,000 capital stock, to deal in grain, hay, etc. Frederick F. Woodward, pres.; Albert W. Haynes, Maynard, treas.

Waterville, Me.—The E. T. Bailey Co. has been organized with \$10,000 capital, to deal in oats, corn, feed, flour and lumber. The officers are: Albert F. Merrill, Waterville, pres.; Edwin T. Bailey, Oakland, treas.

Saundersville, Mass.—Fred A. Dodge, the local grain dealer, died Apr. 11, of pneumonia, after an illness lasting less than a week. Mr. Dodge was only 45 years of age, but had been engaged in the grain business here and at Woonsocket, R. I., for years.

Boston, Mass.—The directors of the Chamber of Commerce have voted that the Coles Co., of Middletown, Conn., be prohibited from representation on the floor until it has complied with the award of the arbitration committee in the complaint of C. F. & G. W. Eddy.

Greenfield, Mass.—Waynes N. Potter, of the grain firm of W. N. Potter & Sons, died Apr. 5 of pneumonia, aged nearly 78 years. Mr. Potter had been connected with the grain trade of Greenfield for over 50 years and the firm now has eltrs. or warehouses at North Adams, Hoosac Tunnel, Charlemont, Shelburne Falls, Northampton, Orange, Athol and Gardner.

Boston, Mass.—Edw. C. Paull, a grain dealer, assigned recently to the Taunton National Bank and the Bristol County National Bank, of Taunton, who are creditors for \$35,000. Mr. Paull has an office at Taunton and also in Boston. Lia-

bilities, \$110,000; assets, about \$50,000 in book accounts, real estate and stocks. Mr. Paull is seriously ill at a hospital in Brockton.

BOSTON LETTER.

R. T. Hardy, one of our well-known grain men, has been very ill with typhoid fever, and has not yet been able to return to business. He is missed by his friends.

A petition has been circulated among the members to prevent A. P. Aldrich & Son from representation on the floor of the Exchange, on account of proceedings not considered consistent with just and equitable principles of trade.

Minneapolis and the northwest have been doing most of the oat business recently. New England uses very few natural oats; most of the demand is for 38-lb. clips. The current values are 38 to 39c for 38-40-lb. clipped white oats; 40 to 41c for 40-42-lb. clipped white oats.

At a meeting of the Boston Chamber of Commerce held to-day, a new grade of oats was adopted as follows: Export No. 2 clipped white shall be mainly white, reasonably sweet and clean, with a reasonable quantity of other grain, and shall weigh not less than 32 lbs. to the measured bu.

The mayor of Boston, in conference with the pres. of the Boston Chamber of Commerce, promptly wired San Francisco on the first day, that the news of the disaster was received, placing \$25,000 to their credit for immediate use, and asking for information as to the extent of their needs.

A very fair amount of grain is moving through Boston for export. Clearances have been for the week ending April 21st: Liverpool, 90,877 wheat, 128,443 corn, 30,000 oats, 7,251 barley; London, 24,030 wheat, 44,594 corn, 39,747 oats; Hull, 39,870 wheat; Glasgow, 40,054 corn and Copenhagen, 60,000 bus. corn. U. K. Steamship agents have large engagements for every month up to Sept.

Domestic demand in New England for both corn and oats is very fair. Stocks are not large. With the advance of spring, and with favorable weather, the stock are getting out in the pastures, and with reports of favorable weather in the west for new crops, trade feels somewhat bearish since the opening of navigation.—R. D.

NEW JERSEY.

Jersey City, N. J.—John D. Carscallen, of the grain and feed firm of Carscallen & Cassidy, died Apr. 8 of pneumonia at his home in Brooklyn. Mr. Carscallen had been identified with the grain trade since 1852. The present firm was organized in 1872, and owns and controls the Jersey City Eltr. Co. and the Jersey City Milling Co. Mr. Carscallen was one of the oldest members of the New York Produce Exchange and was an active member of the National Hay Ass'n.

New York, N. Y.—Uniform grades of hay, effective Apr. 25, have been adopted by both the Produce Exchange and the Hay Exchange Ass'n.

New York, N. Y.—The Produce Exchange management has posted the Pittsburg Milling Co. as unworthy of representation on the floor, on account of alleged failure to fulfill a contract.

New York, N. Y.—The New York Northern Grain Co. incorporated, \$10,000 capital stock, to do a commission business. Incorporators, Jos W. Danforth,

East Orange, N. J.; Hubert L. Pierson, Maplewood, N. J.; Louis Oest, Jr., New York.

BUFFALO LETTER.

Canal boats are doing nothing, tho a good paying rate for the season is looked for. The boats did well last season and there will be more grain to move this season than there was last.

C. F. Rockwell, one of the older members of the grain trade, who some months ago went into the printing business, is preparing to return to his old occupation and has taken an office in the Chamber of Commerce again.

Labor troubles have practically stopped work on the Chamber of Commerce addition: Certain union men refuse to work with non-union men and other work has to wait for them. The building was progressing finely till that happened.

Nothing seems to be doing in regard to scooping arrangements at the eltrs. this year, so it may still be supposed that there will be no trouble there. The labor question on the lakes is still unsettled and may flare up with the beginning of the month.

The big winter grain fleet got out of the way of the spring fleet in good order, everything being unloaded and the eltrs. well cleared out before anything arrived. The first cargo came in on the steamer Livingstone on Apr. 15, being wheat from Milwaukee. The amount coming in daily is large.

Chief Inspector Shanahan finds considerable grain coming in that should go through a fanning mill first. It is poor economy to lose a grade on any such account. The new shelled corn from small shipping points is in fine condition, but from larger centers there is plenty of corn in bad condition.

The opening of the lake season always disturbs eastern grain prices to some extent, though the increase of rail business has evened things up much in late years. Winter wheat is fairly out of market, even State wheat, the dependence of State millers, is scarce, bringing 84 cents at country stations ungraded.

The Corn Exchange is in possession of the 'Change room of the Chamber of Commerce and all non-members are shut out, no matter if they are members of the Chamber of Commerce. The arrangement is by lease, so there is no real hardship done. It seems odd, though, for people who have had the privilege of the room since it was opened in 1884 to be excluded. Still the peaceful settlement of what at one time looked likely to end in a separation of the two interests, is very satisfactory to everybody.

The harbor eltr. owners concluded not to wait for final negotiations with the Kellogg Eltr. and have formed a pool without it on about last season's basis, expecting to make place for the Kellogg if it gets ready later on. George F. Sowerby was re-elected pres. of the Ass'n. and P. G. Cook, secy. A special summer storage rate of 3-8c a bu. for 30 days, or about half the old rate, was adopted. The new Ontario Eltr. will take the place of the burned Wheeler, when finished, as both were owned by A. J. Wheeler.—J. C.

NORTH DAKOTA.

Riga, N. D.—Wm. B. Woodman will remodel his eltr.

Ellendale, N. D.—The Empire Eltr. Co. will improve its eltr.

Velva, N. D.—The Duluth Brewing Co. will build an eltr. here.

Balfour, N. D.—The Duluth Brewing Co. will build a 30,000-bu. eltr.

Duane, Ellendale P. O., N. D.—The Empire Eltr. Co. will build an eltr.

Williston, N. D.—D. C. Knapp, of Portal, is negotiating for a site for an eltr. here.

Tyler, N. D.—The Farmers Eltr. Co. will build an eltr. as soon as arrangements can be made.

New Rockford, N. D.—Jas. C. Boynton has taken charge of the eltr. for the Lahart Eltr. Co.

Minto, N. D.—A. J. Miller has succeeded Neil McMurchie as agt. for the North-western Eltr. Co.

Lankin, N. D.—The Farmers Eltr. Co. will receive bids until May 1 for the erection of a 40,000-bu. eltr.

Valley City, N. D.—The Russell-Miller Milling Co. contemplates building another cement eltr. this summer.

Cleveland, N. D.—Maurice Owen, of Dodge Center, Minn., has succeeded Fred Richert as mgr. for the Powers Eltr. Co.

Wheelock, N. D.—The farmers contemplate organizing a company to build and operate an eltr. N. A. Nelson is interested.

Merricourt, N. D.—J. S. Simonson, of Minneapolis, will build an eltr. this summer. It is reported that others will also be built.

Galesburg, N. D.—The Cargill Eltr. Co. is putting in a new foundation under its eltr. and will install a gasoline engine to replace horse power.

Dawson, N. D.—C. W. Joyner, who has been buying grain for the Powers Eltr. Co. at Kulm, has taken charge of the company's business here.

Alfred, N. D.—F. Boldt, formerly in charge of the eltr. of E. A. Brown at Sibley, Ia., has taken charge of the eltr. for the Powers Eltr. Co.

Wheatland, N. D.—The Monarch Eltr. Co. has closed its eltr. here for the season. It will be opened again Aug. 1 with W. I. Turner in charge.

Lidgerwood, N. D.—It is reported that 2 owners of eltrs. here have offered to sell their houses to the Farmers Eltr. Co., which will be incorporated.

Bottineau, N. D.—The Bottineau Farmers Eltr. Co. incorporated, \$25,000 capital stock. Incorporators, Wm. Stewart, H. R. Russell and David Lundy.

Norwich, N. D.—The Norwich Farmers Eltr. Co. incorporated, \$6,000 capital stock. Incorporators, B. E. Stewart, J. H. Shirley, C. N. Anderson, and others.

Verona, N. D.—The Verona Farmers Eltr. Co. incorporated, \$50,000 capital stock. Incorporators, J. J. Hanson, Griswold, John Theis and M. P. McNally, Verona.

Mohall, N. D.—The Farmers Eltr. Co. incorporated, \$50,000 capital stock. An eltr. will be built. The officers are: J. Van Woert, pres.; W. E. Davis, secy.; J. H. Davis, treas.

Osnabrock, N. D.—Peter Wild, a farmer, will build a 35,000-bu. eltr. on the railroad right of way. R. L. Smith is preparing the plans. Mr. Wild has a 35,000-bu eltr. on his farm.

Brockett, N. D.—Harry M. Case, of Minneapolis, has taken charge of the eltr. of the Imperial Eltr. Co. while the regular agt., John Robinson, is on a visit to relatives in Scotland. Chas. Parker has

succeeded A. Anderson in charge of the Eltr. of the Burgess Eltr. Co.

Pingree, N. D.—The Pingree Grain & Supply Co. incorporated, \$50,000 capital stock, to deal in grain and farm products and maintain eltrs. and warehouses. Incorporators, S. H. Sampson, pres., John Price, vice-pres. and W. A. Bartholomew, treas. Thos. Price is secy. The company will build a 40,000-bu. eltr.

Fargo, N. D.—Chas. E. Lewis & Co., of Minneapolis, has purchased the brokerage business of C. E. Wheeler & Co. and will take possession of the Fargo branch office May 1. The firm of C. E. Wheeler & Co. will be dissolved and Mr. Crowl will go with Lewis & Co., to take charge of the country business with headquarters at Hillsboro. C. E. Wheeler has made no plans for the future, but will take a needed rest for the next few months.

OHIO.

Lippincott, O.—J. B. Outram has begun work on the rebuilding of his eltr. which burned last June.

Columbus, O.—The Snyder-Taylor Eltr. Co. has increased its capital stock from \$10,000 to \$40,000.

Akron, O.—The safe of Botzum Bros. was blown open recently and \$800 was taken by the robbers.

Arcadia, O.—Clyde Wheland has purchased the eltr. of Sneath & Cunningham and will continue the business.

Cincinnati, O.—The Interstate Grain Co. will build a 30,000-bu. eltr. and a warehouse 300x40 ft. to store hay.

Toledo, O.—Beginning May inspection and weighing fees will be increased to 50c per car for inspection in and 15c for weighing.

Toledo, O.—The Goemann Grain Co., incorporated, \$100,000 capital stock. Incorporators, H. L. Goemann, J. H. Brabazon, W. S. Thompson, W. R. Chilcote and H. H. Brubaker.

Kirkwood, O.—We have sold our interest in the eltr. here to T. B. Marshall and will be out of it after June 1. This eltr. has capacity for 20,000 bus. and is located on the C., H. & D. Ry.—J. E. Wells & Co.

Toledo, O.—The members of the Produce Exchange have cheerfully contributed to the fund for the relief of the San Francisco earthquake sufferers. Frank I. King was appointed by the mayor to receive contributions.

Cincinnati, O.—Anthony L. Heile and Frank Heile have been suspended from the Chamber of Commerce for two years on the charge of issuing false and fraudulent weight certificates. The evidence is presented fully elsewhere in the Journal.

Rockford, O.—The Early & Daniel Co. and the Union Grain & Hay Co. each have begun suit against the Rockford Milling Co. to recover for goods sold. Plaintiffs recently had an attachment levied on a car of flour consigned to Cincinnati.

Cincinnati, O.—The following have been appointed on the relief committee for Vesuvius sufferers by Pres. L. L. Sadler, of the Chamber of Commerce: J. Leverone, F. Delsignore, E. Gallatti, Fred I. Diem, Leon Block, Geo. C. Schneider and John B. Heid.

Cincinnati, O.—The Interstate Grain Co. is preparing plans for a hay warehouse, to be erected on a site recently purchased at Fairmount, a station on the C., H. & D. Ry., within the city limits of Cincinnati.

A modern transfer eltr. will be built adjoining as soon as the warehouse is completed.

Cincinnati, O.—Special Master Cowen is taking evidence in the suit of the Chicago Board of Trade against the Odell Stock & Grain Co., which is alleged to be violating the injunction restraining the use of the Chicago Board's grain quotations. The suit will be heard by Judge Thompson Apr. 28.

Mansfield, O.—The Goemann Grain Co. contemplate doubling the capacity of its eltrs. during the summer and expects the improvements to be completed in time to handle the coming crops. Plans for the improvements are being made by the John S. Metcalf Co., and they include a No. 6 Hess Drier.

Credit the Ohio Shippers Ass'n. with the enactment of House Bill No. 78 into law and for the excellent amendment suggested by that organization. The new law protects the interests of shippers better than any of the other state railroad laws. Now the shippers must use their influence to secure the right men on the commission charged with carrying out the provisions of the new law.

Navarre, O.—Henry R. Bennett, of H. R. Bennett & Son, died recently, aged 69 years. Mr. Bennett was born at this town and always resided here except during his service in the civil war. He had been in business here 50 years and held many positions of trust, at the time of his death being director of the Fairmount Children's home. He left many friends to mourn his loss. His son, William L. Bennett, has decided to give up the eltr.

Columbus, O.—At the meeting of Ohio Millers Ass'n, April 11, the following officers were elected: Pres., M. L. Fennell, of Osborn; vice-pres., Robert Colton, of Bellevue; sec. and treas., C. B. Jenkins, of Marion. Executive committee, John Durst, O. E. Gwin, George N. Williams, L. A. Mennel. Resolutions were adopted endorsing arbitration as just and equitable and protesting against extending the growth of mealy wheat as unsuited for milling. The executive committee was authorized to appoint a committee of three for arbitration.

Every Ohio shipper is now directly interested in securing the appointment of the right persons to the State Railroad Commission. E. W. Seeds, of Columbus, and O. P. Gothlin, of Dayton, O., have been endorsed by the Ohio Shippers Ass'n. Both of them are first class men and well qualified for the position. The grain dealers of Ohio are especially interested in the appointment of Mr. Seeds, as all know that he is well qualified for the position, having had thirty years' experience in the grain and hay business and having been a close student of the transportation and traffic problem. Every grain and hay dealer in Ohio should use his influence towards the appointment of Mr. Seeds. Only two members from any one political party can be appointed and as the appointment will be made by Mr. Pattison, a Democratic Governor, some time during the next forty days, it is very evident that there will be two Democrats and one Republican appointed. Mr. Seeds is a Democrat. Mr. Gothlin is a Republican.

OKLAHOMA

Willston, Brame P. O., Okla.—W. W. Miller & Sons, of Anthony, Kan., have purchased the Brawner Eltr.

Lamont, Okla.—The Lamont Grain & Livestock Ass'n., incorporated, \$40,000

capital stock. The directors are: Larkin Mann, Aug. Lettergreen, E. E. Gillis, L. O. Zimmerman and others.

Gage, Okla.—S. A. Massey & Co. are out of the grain business. J. D. Davis will build an eltr. and flour mill.

Okarche, Okla.—The Farmers Co-Operative Ass'n. has purchased for \$4,000 the eltr. of the Okarche Grain & Cotton Co. Possession will be given July 1.

Yukon, Okla.—The Yukon Farmers Grain Co., incorporated, \$10,000 capital stock. Incorporators, A. C. Demming, W. H. Gibson, Wm. Eskew and Frank Selement.

Lone Wolf, Okla.—The Lone Wolf Co-Operative Ass'n. of America, incorporated, \$100,000 capital stock, to handle cotton and grain and operate gins, mills, yards, etc. The officers of the company are: E. Harding, pres.; W. B. Boleware, vice-pres.; A. I. Reid, sec'y.

Hobart, Okla.—The Kiowa County Co-Operative Ass'n., incorporated, \$100,000 capital stock, to handle grain, cotton and fuel. The incorporators and officers are: Geo. F. Penn, Roosevelt, pres.; D. F. Fitzgerald, Hobart, vice-pres.; W. M. Webster and D. W. Chamberlain, Roosevelt; J. N. Jarvis and J. M. Pitcher, Kalmaly.

Guthrie, Okla.—The Capital Grain Co. will build a cleaning and transfer eltr. The contract has been awarded to R. C. Stone and work will be commenced as soon as the plans are perfected. The house will be 50x50 ft. and 80 ft. high and will have capacity for handling 20 cars of grain a day. Electric power will be used.

OREGON.

Portland, Ore.—Gay Lombard, of the Pacific Grain Co., has purchased a site on the water front and will build a 408-ft. dock, which will extend 280 ft. into the harbor. A 25,000-ton barley roll plant will be installed.

Portland, Ore.—The Ripley Grain Co., incorporated, \$25,000 capital stock, to do a general grain business, with branches in the principal cities of the northwest. Incorporators, W. C. Ripley, G. L. Campbell and A. Cohen. Mr. Ripley has been connected with the grain trade of this territory for over 20 years. Mr. Campbell is well known to the grain trade of Idaho and northeast Washington, and Mr. Cohen is well known in the Palouse.

PENNSYLVANIA.

Philadelphia, Pa.—Frank P. Mellon, grain and feed dealer, died Apr. 11, aged 56 years. Mr. Mellon had been a member of the Commercial Exchange for many years.

Philadelphia, Pa.—Amendment of the pure feed law was suggested at a recent meeting, to make the institution of prosecutions discretionary with the pure feed commissioners. So far the state has had to pay the costs on appeal to the higher courts.

PHILADELPHIA LETTER.

All of the leading exporters here speak of the present dullness of foreign grain trade with considerable dissatisfaction.

Word has been received from Treas. S. C. Woolman, of the Commercial Exchange, and his party in the Orient, that they are all in good health, enjoying the sights, and expect to reach home in June.

The prospective strike throughout the anthracite coal fields of Pennsylvania, with the present cessation of work about the

mines, will not only restrict the business of the transportation companies, but seriously interfere with the grain, flour, feed, hay and straw trade, as well as other business from the withdrawal of large wage payments.

Billy Brazer's grain table and Bulletin board, near the grain pit, on the main floor of the Bourse, is getting to be a regular daily antique and curiosity shop of freaks and funny things. Brother Brazer is the jolly man of the Commercial Exchange and keeps everybody in good humor when trade is the dullest.—S. R. E.

SOUTH DAKOTA.

Bryant, S. D.—The farmers contemplate building a 30,000-bu. eltr., to cost \$6,500.

Stickney, S. D.—The 20,000-bu. eltr. for Wait & Dana, has been completed by the Younglove Construction Co.

Huron, S. D.—The Great Northern Ry. has removed its eltr. to a site on its new track nearer the central part of the town.

Wilmot, S. D.—The eltr. of the McCaull-Webster Eltr. Co. burned recently with 3,000 bus. of flax and 1,000 bus. of other grain.

Montrose, S. D.—C. E. Jerome, formerly grain buyer for the Skewis Grain Co., at Currie, Minn., has taken charge of the eltr. for the Peavey Eltr. Co.

In calling the annual meeting of the Tri-State Grain Dealers Ass'n. for Minneapolis, May 31 and June 1, it was not the purpose of Secy. Quinn to get his members into the meeting of the National Federation of Women's Clubs, which meets at the same time and place, but to give members the advantage of the very low rates prevailing at that time on account of the Federation's meeting. It will be cheaper than staying at home.

SOUTHEAST.

Birmingham, Ala.—Wm. Redd, pres. of the Birmingham Grain Co., died Apr. 18 of peritonitis.

Norfolk, Va.—The Norfolk & Western Ry. is said to be preparing plans to build a large grain eltr. at Lambert's Point, near this city.

Mobile, Ala.—Part of the corn and grist mill of Cleveland Bros. burned Apr. 13 with a number of box cars of the L. & N. and M. & O. Rys. The plant of the American Corn Mills, adjoining, was also damaged. The loss is \$50,000, covered by insurance.

Birmingham, Ala.—I find the dealers here handicapped, as are those at Montgomery. They have neither transit privileges nor official weights and inspection. They are suspicious of and want no dealings with the inland shipper. Such are all scoundrels in their eyes. Sight drafts attached to Bs/L are unheard of at either place. They have tried dealing with shippers direct and trouble resulted. Both points are good grain points, but I was unable to discover much in common with the grain trade of Illinois. Some seemed quite interested in the improvement of trade conditions and asked innumerable questions.—G. Q. P.

TENNESSEE.

Nashville, Tenn.—The plant of A. B. Goodwin was damaged recently by fire. Loss, \$2,500.

Memphis, Tenn.—The directors of the Board of Trade have extended the Iowa

Grain Dealers Ass'n, a cordial invitation to include Memphis in their itinerary during the contemplated trip to the south-east.

Gallatin, Tenn.—The Payne Eltr., Mill & Merchandise Co. has been organized and has purchased the plant of the Gallatin Milling Co., possession to be given June 1. The members of the new company are Lewis B. Payne, M. S. Gardner and Walter Witherspoon.

Memphis, Tenn.—The Andes Mill & Eltr. Co. has been reincorporated and its capital increased from \$20,000 to \$50,000. Incorporators, E. C. Buchanan, R. H. Mahon, J. T. Frost and G. C. Vairin. The firm will remodel its warehouse, increasing its capacity to 100,000 bus.

Nashville, Tenn.—Bankers are objecting to the "shipper's load and count" B/L, following the exposure of one shipper recently who obtained advances on Bs/L before loading the grain into car. The banks fear that they will some time be made victims of this practice. Grain dealers hold to the opinion that bankers should know the persons to whom they advance on the security of Bs/L, and not depend on the railroad to guarantee the contents of the car. Facility in the transaction of the grain business compels the issuance of Bs/L on the shipper's representation of the contents.

Nashville, Tenn.—The fourth annual meeting of the Nashville Grain Exchange was held in the Exchange rooms Apr. 17, when the directors and Pres. Byrd Douglass and Vice-pres. J. H. Wilkes were re-elected for ensuing year. The report of W. B. Cornelius, Jr., showed an increase of 25 per cent in the grain receipts of Nashville for the last fiscal year and the business done from Apr. 1, 1905, to Apr. 1, 1906, was estimated at \$25,000,000. An amendment to the membership clause in the by-laws of the Exchange was adopted, limiting the membership to 100, unless otherwise changed by a vote of two-thirds of the entire membership at a regular meeting after 30 days' notice in writing has been given. After the routine matters of the annual meeting had been finished a banquet was given at the Maxwell House. Addresses were made by Vice-pres. Wilkes, W. R. Miller, E. C. Andrews, C. E. Rose, E. S. Shannon, W. E. Knox, H. H. Hughes, C. E. Rauzer, S. G. Douglas, F. E. Gillette, Jr., Albert Rothschild, John Potter, M. J. Williams and A. C. Harsh. Those present at the banquet were: Byrd Douglass, J. H. Wilkes, W. R. Cornelius, Jr., H. H. Hughes, W. H. Crozier, L. L. Wade, Caswell E. Rose, W. H. Worsham, John E. Potter, Charles Rouzer, Sam C. Wilkes, Charles A. Hill, F. E. Gillette, Jr., Allen Hardison, John W. Gartner, C. A. Harrison, G. B. Ehrhard, E. C. Hawkins, R. W. Brown, A. D. Bryan, E. C. Andrews, Samuel G. Douglas, John A. Tyner, E. S. Shannon, Walter E. Knox, Fillmore Roddy, Alex C. Harsh, Thomas Newbill, Albert Rothschild, T. M. Logan.

NASHVILLE LETTER.

Greenville, Tenn.—The Greenville Roller Mills has again changed hands, J. C. Stone selling out to M. P. Reeve.

Nashville.—At a meeting of the creditors of the bankrupt Atlas Milling Co. last week, W. B. Marr was appointed trustee under a bond of \$5,000.

Knoxville.—J. S. Johnson, well known here in milling and grain circles, has, after being engaged for many years in the business, disposed of his corn mill to John Fritts, of Lenoir City, and has removed to that place.

Nashville.—The demand from the south-east for all kinds of grain during the past week or so has been light, due to the advancing market. Movement from the west, however, has been good and local receipts for the past week or 10 days have been large. Some active trading has been done among the local dealers during that time and the shut off of the south-east on account of the present high prices is expected to open up at an early date. Hay is very scarce here in the face of a large demand.—R. N. C.

TEXAS.

Fort Worth, Tex., expects to entertain every grain dealer of the state May 24 and 25. Do not forget.

Tyler, Tex.—Four negroes are in jail here charged with stealing corn and feed stuffs from local dealers.

Brownwood, Tex.—The Lamberton Mill & Grain Co. has increased its capital stock from \$50,000 to \$75,000.

Holliday, Tex.—A receiving eltr. is being erected here for the Wichita Mill & Eltr. Co. by Moore & Richolt.

Wichita Falls, Tex.—The J. C. Hunt Grain Co. is having its building enlarged to double its present capacity and a new equipment of machinery installed, by Moore & Richolt.

Higgins, Tex.—The Higgins Mill & Eltr. Co., incorporated, \$25,000 capital stock, to do a general milling and eltr. business. Incorporators, M. Lasker, Galveston; Frank Kell, T. P. Duncan, W. F. Peugh and J. P. Hatfield.

Bay City, Tex.—The Union Warehouse & Eltr. Co., incorporated, \$20,000 capital stock. Incorporators, John F. Holt, Louis Huebner and Geo. Herder. The company is asking for bids for the erection of a concrete or wood warehouse to be built near the Santa Fe Ry.

Austin, Tex.—The state railroad commission has issued the following warning: The class or commodity rates prescribed or approved by the railroad commission of Texas shall be assessed on all shipments of freight to which class and commodity rates apply under the commission's classification and tariffs. If any shipper underbills, underclasses or misdescribes a shipment of freight for the purpose of securing an advantage of the carrier, upon detection or discovery such shipment shall be subject to the proper class or commodity rate and the railroad company shall be entitled in addition thereto to collect a penalty of 10 per cent on the rate applicable on such shipment.

Fort Worth, Tex.—The annual meeting of the Texas Grain Dealers Ass'n. will be held here May 24 and 25. A nice program has been arranged. The topics to be discussed will include "Under Billing and Incorrect Description," "Preparation of Corn for Market," "Over Invoicing to Secure the Prevalent 1 Per Cent Trade Allowance," "Shipping Grain on Demand Drafts," "What the Ass'n. Has Done for the Grain Trade of the State" and "The Texas Pure Feed Law. Has it Benefited Anyone; If So, Who?" Papers will be prepared on these subjects by competent persons and will prove interesting and instructive to all. Members are requested to prepare papers on any subject they may think of interest, to be read at the meeting, since the co-operation of the dealers is needed as well as their presence. Fort Worth will give the best entertainment yet accorded the Ass'n., as this city now has committees at work. The date of the meeting has been set to permit many deal-

ers attending the Oklahoma meeting to come on to Fort Worth to attend the Texas meeting.

WASHINGTON.

Edwall, Wash.—The Everett Grain & Milling Co. will make extensive improvements in its warehouse. The capacity will be doubled.

Wilsoncreek, Wash.—A company is being organized to build a farmers' eltr., which it is expected will be leased by the Farmers Grain & Supply Co.

Spokane, Wash.—An employee of the Northern Pacific R. R. is under arrest charged with stealing grain valued at \$62 from a car at Argo.

Seattle, Wash.—An organized gang of grain thieves has infested this city. Two trainmen were caught recently trying to sell nearly one-half a car of wheat consigned to Frye & Co.

Wenatchee, Wash.—A company is being organized to build a corn and flour mill here and warehouses along the line of the Great Northern Ry. as far east as Krupp. C. E. Packard is to be mgr. for the company, which will be capitalized at \$100,000.

Harrington, Wash.—The Farmers Grain & Supply Co. will build a 30,000-bu. eltr. here to cost about \$7,000. Work will be commenced early in May. The company also contemplates the erection of eltrs. of at least 30,000-bu. capacity at Sprague, Lamona, Wilsoncreek, Irby, Krupp, Hite, Reardan, Almira, Hartline, Govan, Wash., and Rathdrum, Ida. Each eltr. is to be equipped with gasoline engines, wagon dumps and shipping scales.

WISCONSIN.

Milwaukee, Wis.—Eltr. B. of the C., M. & St. P. Ry. has been closed.

Hammond, Wis.—Hanson Bros. have purchased the interest of A. B. Peterson in the firm of Hanson Bros.

Milwaukee, Wis.—Memberships in the Chamber of Commerce, which have been selling at \$150, are now wanted at \$180.

River Falls, Wis.—A portion of the warehouse of Elliott & Wasson is being torn down to make way for the eltr. which is to be built this summer.

Milwaukee, Wis.—E. G. Hadden has purchased the grain business of Fred W. Upham, who has been an active member of the Chamber of Commerce for the past six years.

Manitowoc, Wis.—Nearly 1,000 bushels of grain was run into the river from the eltr. of the Northern Grain Co. recently through a mistake. A spout had been left open.

Superior, Wis.—The Itasca Eltr. Co., organized under the laws of Missouri, has filed articles to operate in Wisconsin, \$10,000 capital stock. M. L. Jenks is secy. of the company.

Superior, Wis.—Byron Kimball, chief weighmaster, has been appointed a member of the Wisconsin Grain & Warehouse Commission, to succeed John D. Shanahan, who has resigned.

Milwaukee, Wis.—Jacob Wurster, for many years an active grain dealer, died Apr. 4 after an illness of but four days, aged 63 years. Mr. Wurster had been an active member of the Chamber of Commerce since 1872, when he engaged in the grain business.

Osceola, Wis.—The flume of the Osceola Mill & Eltr. Co. collapsed Apr.

8 under the accumulation of ice. It was used for conveying the water which furnishes power for the mill. It took several days to make repairs so the plant could resume operation.

Milwaukee, Wis.—The Chamber of Commerce Clearing House Ass'n held its annual meeting Apr. 11, and declared a dividend of 110 per cent in addition to the regular dividend of 10 per cent annually. Blocks of 5 shares that cost members \$250 to 1901, now have a book value of \$300.

Milwaukee, Wis.—The local mgrs. for Bartlett, Frazier & Carrington, A. V. Booth & Co. and Ware & Leland, Chicago companies, have announced that the offices of the companies here are soon to be closed. Sidney Love & Co. and Tracy & Co. will continue their offices here as they have been confining their business for some time to stocks.

Superior, Wis.—The Commander Mill, owned by Gregory, Cook & Co., of Duluth, burned Apr. 18, with about 15,000 bus. of wheat and a large stock of flour. The brick tank, containing 15,000 bus. of wheat was not damaged and the engine room and boilers were saved, but all the rest of the machinery was practically destroyed. Loss about \$75,000, fully covered by insurance.

Milwaukee, Wis.—The following have recently become members of the Chamber of Commerce: John B. Meigs, R. M. Friend, Thos. W. Parry, W. H. Cadill, W. J. Cary, O. C. Knell and J. F. Dohmen, Milwaukee; E. E. McIntyre, Waldo, Wis.; L. C. Ziegler, Adell, Wis.; Thos. P. Geraghty, St. Paul; J. P. Quirk, Minneapolis; C. E. Hunting and D. S. Baird, McGregor, Ia.; E. A. Graff and H. D. Graff, Chicago.

Milwaukee, Wis.—The following grain dealers have applied for membership in the Chamber of Commerce: Jas. N. Gilchrist and F. G. Bell, McGregor, Ia.; Adolph Rosenheimer, Wewahcum, Wis.; Frank H. Johnson, Darien, Wis.; Scott Logan, Sheldon, Ia.; Benj. H. O'Meara, Cedar Rapids, Ia.; G. W. Everett, Waseca, Minn.; G. B. Van Ness, Chicago; Walter C. Holstein, C. A. Tupper, Martin Anderson, J. W. Simpson and Jas. B. Leedom, Milwaukee.

Superior, Wis.—Henry S. Robbins and Burr W. Jones, attys. for the Chicago Board of Trade, have filed suit in the U. S. Circuit Court for the Western District of Wisconsin, before Judge Sanborn at Madison, Wis., against the Superior Board of Trade, T. J. Roth, pres., its officers and directors, petitioning for an order of court restraining the counterfeiting of the Chicago Board of Trade quotations by the Board and the Edwards, Wood Co. The Chicago Board of Trade alleges that on or about July 7, 1905, Edwards, Wood Co. and others induced the Superior Board of Trade and its managing officers and directors to co-operate with and assist in simulating and counterfeiting the quotations of the Chicago Board of Trade, and its officers entered into a conspiracy. "The exchange room of the Superior Board, which theretofore had been open to other members to enter, at least for the purpose of seeing what was going on there, was thereafter and is still, maintained as a closed room, to which no one is admitted other than members and such of the agents of Edwards, Wood Co. as are engaged in the counterfeiting of the quotations. In some surreptitious way the continuous quotations of the Chicago Board of Trade are acquired and instantly transmitted by wire to said closed room and one of the

members pretends to offer or buy some quantity of the same commodity to which said quotations apply and posted on a blackboard as so-called Chicago delivery. Said fictitious quotations are immediately taken by telegraph operator and disseminated throughout the west under the name 'Superior Board of Trade quotations, Chicago delivery,' and used in bucket shops." The Chicago Board of Trade alleges that none of such bidding and offering is a real making of contracts for the purchase and sale of grain and provisions. The court is asked to make its prohibition apply to "any quotations of prices of real contracts having reference to the delivery of receipts issued by warehouses located in Chicago." At the hearing Apr. 12 the Superior Board of Trade was represented by Judge L. K. Luse. At the request of the attorneys for the Chicago Board of Trade the hearing was adjourned until June 15.

MILWAUKEE LETTER.

The first boat to leave Milwaukee with a cargo of grain was the steamer Aganda, chartered by the Milwaukee Eltr. Co., which carried 112,000 bus. of corn to Buffalo.

E. C. Wall has decided to retire from active trading on 'Change, but will retain his membership in the Chamber of Commerce, which he has held continuously since 1867.

Weight has been given to the statement that the Milwaukee Southern Ry. intends to build a belt line around the city, by the appearance of surveyors working along the proposed route.

Wm. O. Forker, who has been pit trader for the L. Bartlett & Son Co., recently arranged to return to Chicago, where he was in business on the floor of the Board of Trade before coming to Milwaukee.

At the annual election of the Milwaukee Chamber of Commerce Clearing Ass'n, W. M. Bell was elected pres.; S. G. Courteen, vice-pres.; A. A. McCabe, secretary, and A. K. Taylor, John Foley, Jr., C. W. Schneider and J. H. Crittenden, directors.

Following the action of insurance men in other situation in refusing to write any policies on wooden vessels or their cargoes, local underwriters have taken the same stand. The large losses from risks of that class during the past season is responsible for this course.

The action of the last legislature in increasing the tax on vessels has proven detrimental to the state from the standpoint of income. Rather than pay the increased assessment many vessel owners are registering at other ports. This, however, makes no difference in their service to shippers here.

The gratuity fund of the Chamber of Commerce now amounts to \$134,000, including sums payable to beneficiaries, each of which will receive \$571.52. It will be seen from this that the insurance feature accompanying membership in this exchange is one not to be scorned, particularly as the annual dues do not exceed \$20.

It is thought here that the rule of the Chicago Board of Trade, which prohibits its members from trading in Milwaukee and other cities, will soon be repealed. One reason for this is that, while Chicago is charging 1-4c per bu. commission on option trades, Milwaukee charges only 1-8c, and the business is coming here.

Supervisors of grain inspection and weighing for the coming year are W. P.

Bishop, O. Z. Bartlett, W. H. Manegold, J. M. Riebs, Jr., and Julius Zahn. The committee on membership is composed of J. J. Crandall, C. A. Krause, Wallace M. Bell, S. W. Tallmadge and A. K. Taylor. Rules and regulations will be promulgated by Geo. H. D. Johnson, Robt. Eliot and W. J. Langson.

The annual assessment of 1905-6 of the Chamber of Commerce was paid by 602 members. Three certificates were forfeited by failure to pay dues and these have been or will be sold for the benefit of their owners; 68 memberships were transferred during the year, and the beginning of the new fiscal year has already been signaled by requests for over 30 transfers—nearly all being to active grain dealers.

A feature of the applications for membership which have been received by Sec'y. Langson, of the Chamber of Commerce, is the fact that many come from active grain shippers in the territory lying west of this market, particularly in Iowa, Minnesota and South Dakota. The interest thus shown is very gratifying to local receivers, and it is believed that dealers taking such action will do more business through the Milwaukee exchange, by shipments of grain, than heretofore.

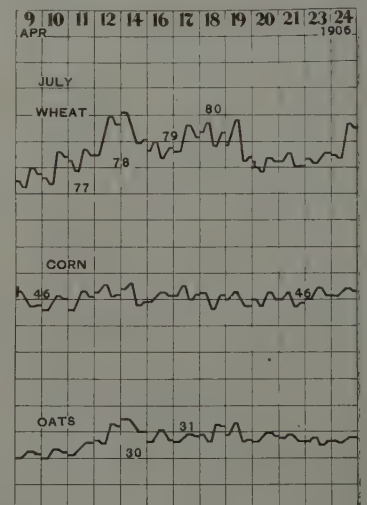
"The Chamber of Commerce Weighing Department has been more than self-sustaining during the past year," says Sec'y. W. J. Langson in his annual report, "and continues to enjoy the well merited confidence of the trade." This, it may be added, is due not only to the efforts of Chief Weighmaster Clapp, but also to the direction, encouragement and co-operation which he has received from local grain houses, as expressed by the committee having this department in charge, of which W. P. Bishop is chairman.—C. T.

WYOMING.

Rock Springs, Wyo.—D. D. Muir has succeeded Tufte & Muir in the grain business.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the July delivery at Chicago for two weeks prior to Apr. 25 are given on the chart herewith.



Seeds

J. S. Hamer has succeeded the seed firm of Town & Hamer, at Topeka, Kan.

A safe in the warehouse of the Thompson Seed Co., at Albert Lea, Minn., recently was blown open and \$400 taken.

Richard G. Craig, Jr., formerly of Memphis, Tenn., has taken charge of the seed business at Texarkana, Tex., established by the late Richard G. Craig.

Farmers in Ohio are said to be doing more exchanging of clover seed among themselves than formerly, and many holes and filled without going through dealers' hands.

Seed exports during the 8 months prior to Mar. 1, were 1,914,521 pounds of clover seed, 1,852,375 bus. of flaxseed, 7,099,051 pounds of timothy seed and other grass seeds, valued at \$193,682; compared with 9,473,538 pounds of clover seed, 1,053 bus. of flaxseed, 11,659,026 pounds of timothy seed and other grass seeds valued at \$238,605 for the corresponding months of 1904-5, as reported by O. P. Austin, chief of the bureau of statistics.

The house committee on agri. on Apr. 23 reported the agri. appropriation bill, with the item for the free seed distribution eliminated. Chairman Wadsworth said, "The item covering the congressional free distribution of vegetable and flower seed has been omitted from the bill. There is not and never has been any warrant of law for this expenditure, and the item simply has been tolerated in appropriation bills."

English red clovers are still coming out, but not now in proportion to the demand; there is, therefore, every chance of a complete clearance by the end of the season. The modest quantities of Canadian and Russian seeds imported have already been passed on, and the bulk of the available Chilians also. Alsike—Canadian, American, German and English—continues very good business. Stocks are becoming rapidly depleted and prices are still being kept well within reason.—*London Corn Circular.*

Clover seed receipts at Toledo for the week ending Apr. 21 were 1,560 bags, compared with 225 bags for the corresponding week of 1905. Receipts for the season have been 78,533 bags, compared with 77,881 bags for the same period of last season. Shipments for the week ending Apr. 21 were 5,276 bags, compared with 805 bags for the corresponding week of last year. Shipments for the season have been 78,251 bags, compared with 83,241 bags for the same period of last season.

Seed receipts at Chicago for the week ending Apr. 21 were 30,228 pounds of timothy seed, 1,500 pounds of clover seed, 41,525 pounds of other grass seeds and 1,800 bus. of flaxseed, compared with 281,715 pounds of timothy seed, 7,645 pounds of clover seed, 93,500 pounds of other grass seeds and 7,200 bus. of flaxseed for the corresponding week of 1905. Shipments for the week ending Apr. 21 were 41,348 pounds of timothy seed and 107,930 pounds of other grass seed, not including clover seed, compared with 122,749 pounds of timothy seed, 3,038 pounds of clover seed, 384,048 pounds of other grass seeds and 3,680 bus. of flaxseed for the corresponding week of last year.

The clover seed season is almost over. The tail-end has been a rocky one. Dealers are now looking backward. They see that top prices were reached in February, when March was 8.77½. Large bulls realize that if they had checked the advance around 8.50 and gathered in some of their handsome profits then, that prices would have reacted and the foreign seed would not have come in so freely. If prices had remained below eight dollars in February the imports of foreign would have been light and the tail-end prices would have been around eight dollars instead of six. There is not much seed left. A little more than a year ago, but present prices should stimulate some summer demand. Market is very sensitive, but outstanding trades in April are small. There is more doing in October.—C. A. King & Co.

Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to Apr. 25 have been 204,419,000 bus., compared with 189,563,000 bus. for the corresponding period of last season.

Corn receipts for the present crop year prior to Apr. 25 have been 149,134,000 bus., compared with 149,774,000 bus. for the corresponding period of last season.

Peasants in the Russian provinces of Kazan, Simbirsk, Riazan and Tula are suffering famine.

The Rice Ass'n of America re-elected its old officers at the recent meeting at Crowley, La. S. A. Knapp of Lake Charles, La., is pres.

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The Ellis Drier insures even and perfect drying at low temperatures. The only machine where the air passes through the grain uniformly and reaches every kernel. Built in all sizes from five bushels capacity and up.

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Crop Reports

CANADA. Winnipeg, Man.: Wheat seeding was half completed Apr. 17 in Manitoba, Alberta and Saskatchewan. Some of the seeding will be a little late this year as there is more spring plowing than usual to do. The crop on spring plowing is generally good and sometimes better than on fall. The fall wheat in Ontario never promised better than at present. Campbell, McLean & Co.—Calgary, Alta.: The total yield of grain in the Calgary district in 1905 was: Spring wheat, 1,617,505 bus. on 75,353 acres; fall wheat, 689,019 bus. on 32,174 acres; oats, 9,514,180 bus. on 242,801 acres; barley, 1,773,914 bus. on 64,530 acres; flax, 8,337 bus. on 581 acres; speltz, 4,419 bus. on 178 acres. Alberta Dept. of Agri.

ILLINOIS. McDowell: Oat seeding is completed thruout this locality, farmers getting them in good shape. Acreage about same as last year. F. G. Hobart—Xenia: Wheat acreage very small, but more by 10 per cent than in 1905; looks well. Oat acreage smaller by 40 per cent, on account of too much moisture in March. Seeding finished Apr. 21, regarded as a bad start for a good season. Late grass sowing looking fine Apr. 20; promises a full crop of hay. Plowing for corn scarcely commenced. Thos. O. Pelrice.

INDIANA. Seymour: The winter wheat acreage in this section is the largest that the writer remembers and the condition Apr. 19 has never been exceeded. There is absolutely no damage reported by reason of winter killing, nor have we heard the slightest intimation of any insect damage. The plant has received a great deal of moisture during the past 3 or 4 months and is in splendid condition now to go right ahead thru the growing and jointing season. We cannot foresee anything that would possibly happen to prevent a large yield of fine quality and we look for a bountiful harvest thruout territory with which we are familiar; southern Indiana and Illinois. Blish Milling Co.—Sandborn: Wheat looks very fine; about 25 per cent increase in acreage over last season. Oats 25 per cent short of last year; not all sowed Apr. 20. Plowing for corn just begun; usual acreage will be planted. Joe P. Hill.

IOWA. Whittemore: The weather is very good for oat seeding; estimated that 75 per cent was seeded by Apr. 20. Look for same acreage of wheat as last year; larger acreage planned to be done. Receipts of grain very light on account of poor roads and farmers busy seeding. H. E. Reed, agt. Reliance Eltr. Co.

KANSAS. Sedgwick: Our wheat outlook was never better at this season. Wm. Finn—Belleplaine: The prospect for wheat is the finest we have ever had. March was very cold and April has been wet and corn planting, which ought to have been done, is hardly started. Apr. 17. Alex. Knott—Topeka: About 8 per cent of the total crop of 17,168,000 bus. of wheat is still in the farmers' hands, reports E. J. Smiley, secy. Kansas Grain Dealers Ass'n in his bulletin issued Apr. 14. The condition of the growing crop is estimated at 92 per cent of an average. At present values the movement of wheat from first hands will go slow.—Anthony: Wheat maintains perfect condition. Corn is about all planted. Oats are permitting planting with an increased acreage. Plenty of moisture in ground to maintain a high prospect for a considerable length of time. W. W. Miller & Sons.—Topeka: Last year's winter wheat area was 5,835,237 acres; in December the growers reported sowing somewhat larger area, approximating 5,900,000 acres, reports R. D. Coburn, secy. Dept. of Agri. In his report of Apr. 21, which is based on a careful canvass of the growing winter wheat situation, as returned by the wheat growers themselves after examining their fields Apr. 18. Of the total acreage planted last fall nearly 10 per cent is reported plowed up, or the wheat estimated as of no value. The condition of the remainder averages 89.5 per cent, compared with 55.4 in 1905 at about the same date. Last December the general average was 80.4. The quite general recent rains, closely following the growth of the crop, are contributing to its vigor and development. The wheat is uniformly backward and small for the time of year, but is generally of good color and thrifty. No injury from

insects is reported. The cause of such a considerable area being plowed up in some of the more prominent wheat producing counties is principally lack of seasonable moisture and to winds blowing the soil from the roots. This especially applies to the area westward 100 miles from the northeastern corner of Phillips county. The late, cool, wet spring has delayed all spring work and has retarded, or rather discouraged, the sowing of oats and therefore a much larger acreage of corn is expected, especially in the main corn growing counties. Probably much of the plowed-up wheat fields will also be devoted to corn.

MINNESOTA. Minneapolis: A warm rain fell over Minnesota and the Dakotas Apr. 13 and 14. Every day since has been bright and fair, with dry winds and every condition favorable to general seeding, which is now in full swing. In southeastern South Dakota wheat seeding is completed and about 35 per cent of the wheat ground in north half of South Dakota and central Minnesota has been seeded. In southern Minnesota 50 per cent is completed and we estimate that 20 per cent of North Dakota outside of the Red River valley has been seeded. In the valley proper, a strip 20 to 25 miles wide and 200 miles long, very little seeding has been done. Much of the soil has been covered still under water, but if the present weather conditions continued seeding was general there Apr. 23. The prospects are now that the wheat acreage will be increased in the three states from 5 to 10 per cent; barley, perhaps 10 per cent, and corn, about 10 per cent. Seed has been treated for smut more generally than ever before. The soil condition is excellent. The amount of plowing done last fall is estimated to be larger than usual, except in the Red River valley, where, on account of the wet weather, less than the average amount was accomplished. Our seed is not going into the soil as early as it did last year, but we conclude that seeding is being accomplished at the usual average date. Van Dusen-Harrington Co.

MISSOURI. Shelbina: The wheat acreage is 20 per cent larger than last year; present condition 95 and standing nicely. If present conditions continue do not see why we should not raise a larger crop than in 1905, which was about 15 bus. to the acre. The oat acreage is about 50 per cent of that of 1905 and seeding very unfavorable on account of too much rain. Crow & Whaley.

NEBRASKA. Hendley: The growing wheat looks fine in this vicinity. But very little wheat or corn in the hands of farmers now. Seeding is progressing finely and the soil was never in better condition. W. D. Russell, agt. Hayes-Eames Eltr. Co.—Coleridge: Practically all the wheat or barley will be sown here; other crops, as compared with last year, are about as follows: Winter wheat, 300 per cent in acreage and 100 per cent in prospects; oats, acreage 100 per cent and about 80 per cent of the sowing was completed Apr. 21. The ground is just getting in good shape to seed and the most of the grain is going into the ground in good shape. The corn acreage will be 100 per cent and with no more than the usual amount of bad weather from now on will be in the ground in good season. It is too early to make any statement in regard to the yield. A. E. Rodebaugh.—Olysses: The weather here is fine at present and most of the oats are in the ground. Wheat looks good. Lemmon & Coleman.—Omaha: A local dealer expects the next government report to note some decrease in the acreage of spring wheat and oats in Nebraska. The wet weather kept the farmers from sowing until late, and I am afraid some of them have cut their acreage short. Some of them are not going to take chances on corn, and have begun to plant already. R. A. M.

NORTH DAKOTA. Brockett: Seeding in this locality may be a little behind that of last year, but last spring was much earlier than this year. This spring is really early compared with the past average. Considerable seeding has been done, but the heavy snows of the last 2 weeks, mingled with the rains, have put a stop to most seeding. About a fourth nearly every farmer in the field and by the close of that week seeding will be well started. The amount of plowing done last fall was immense. An important feature of the crop this year will be the macaroni wheat, which has been winning the approval in this district more and more each year, but the demand this spring eclipses all past records. An immense demand is made for it and a large acreage will be sown. Harry M. Case, agt. Imperial Eltr. Co.—Mylor: Seeding has been commenced. The

ground is in excellent condition to receive the grain. The wheat average on old ground will exceed last year by 20 per cent. Macaroni acreage will be about the same as last year; if any difference, less will be sown. Grain is about all marketed and the grain trade will be slim the rest of the year. Chas. Stenson, agt. Woodward Eltr. Co.

OHIO. Portsmouth: Wheat acreage about same as for past 2 years. Condition never better at this time of year, plant is firmly rooted, thrifty, and putting forth vigorous growth. Indicating a good yield. Hardly an average of oats sown as season was late. The corn ground is now being prepared for seeding and every acre will be planted to corn that can possibly be prepared in time; likely to have a very large acreage. Everything at present points to a prosperous season. A. M. Frick, mgr. Portsmouth Cereal Co.—Navarre: We have a very promising wheat crop coming. Wm. L. Bennett.

TENNESSEE. Hendersonville: The acreage of wheat is full 100; condition Apr. 20, is the best I have seen in 25 years of farming. Horatio Berry.

TEXAS. Fort Worth: Reports received from members of the Texas Grain Dealers Ass'n show the wheat acreage 88 per cent of last year, condition 98 per cent; oat acreage 90 per cent; condition 97 per cent; corn acreage, 101 per cent; condition, 94 per cent. This does not reflect the correct situation in my judgment, for the reason that reports show the unfavorable situation to be in the heavy black land section of the state, and the flattering reports from the western and northwestern sections; and as we have many reports from the black land section than the other, the average is reduced materially, and on the whole I think we have an average crop in acreage and more than an average in condition. H. B. Dorsey, secy.

Treating Seed Oats for Smut.

Smut in oats is very common, usually between 5 and 10 per cent of the stand; and it is rare to find a field entirely free from it. The loss from smut is not partial but is absolute as far as it goes. Every grain in the head that is affected is totally destroyed, not merely shriveled as in the case of rust. Smutted heads being less conspicuous than healthy ones they escape detection and the loss is greater than supposed. A loss of one-fourth of the crop or even more is not a rarity, says J. C. Arthur of the Indiana Experiment Station.

Years of experience have shown the advisability of treating seed oats to remove the contamination of smut, unless positively known that the seed is exceptionally clean and free from spores. Probably the best method, and one now extensively used, is to treat the seed grain with a weak solution of formalin. Secure at the drug store a half pound of formalin, add to it 30 gallons of water. Spread the seed grain on the floor and sprinkle the solution over it, making it thoroughly damp. Shovel together into a pile, cover with sacking or other convenient material and leave for 2 to 12 hours for the chemical to act. Sow at once, or spread out and dry and sow after a time.

Thirty gallons of the solution are enough for 100 to 150 bus. of grain. While the seed should be moist, it ought not to pack in the hand. Formalin is often called formaldehyde. It looks like water and has a pungent odor like ammonia. The standard commercial article is known as a 40% solution. It is not poisonous.

In a test untreated seed yielded 32½ bus. per acre, while the same lot of seed treated yielded 59 bus. per acre, showing that no oats grower who has been troubled with smut can afford to omit the formalin treatment.

About two-thirds of the elevators to be built this spring in the Northwest are to be operated by farmers co-operative companies.

Supply Trade

Iteration is the secret of success in advertising. State a truth and drive it home.

The C. O. Bartlett & Snow Co., of Cleveland, O., has issued catalog No. 18 of coal handling machinery.

Fairbanks-Morse & Co., of Chicago, suffered \$100,000 loss by the destruction of their San Francisco branch house by earthquake.

The Olds Gas Power Co., of Lansing, Mich., has established a Canadian branch at Sherbrooke, Que., where E. A. Fox, manager for the Dominion, will make his headquarters.

There are manufacturers and selling agents reading this paper regularly who ought to be general advertisers. They would be if they only knew the selling force there is in reaching the consumer by advertising.

The Gearless Gas Engine Co. has been formed at Springfield, O., to manufacture an engine on which letters patent have been granted to A. H. Thomas. Mr. Thomas is general manager; E. M. Crumley, pres.; G. M. Smith, secy-treas.

The Pfannmueller Engineering Co. has been incorporated to make a specialty of designing and installing power plants, with offices at Chicago, Ill. F. E. Pfannmueller is pres.; S. D. Boynton, M. E., vice pres. and consulting engineer, and E. M. Mills, secy. and treas.

F. M. Smith, Chicago agent of the Huntley Mfg. Co., has received no direct word from his son, Arthur, who went to San Francisco this spring as the representative of the company. An order for machinery received at the Silver Creek office the day of the earthquake gives hope that Mr. Smith has escaped death in the debris.

The New Era Gas Engine Co., of Dayton, O., has issued a catalog of 16 pages illustrating and describing a new line of the Little Giant Gas and Gasoline Engines. The Little Giant is shown as a horizontal engine, as a vertical engine, and as mounted on skids and wheels. Anyone needing an engine that will stand rough usage should have a copy of this catalog. It is sent free of charge to readers of the Grain Dealers Journal.

A difference of \$1,000 between the highest and lowest bids for the construction of a 20,000-bu. elevator should be a warning to grain dealers that poor work is to be expected from the low bidders. These men who put in the low bids are obliged to pay at least 10 per cent more for the materials that enter into a building than does the contractor who pays cash, has a business established and an office to do business in. The cheap man maintains his reputation for being cheap by the poor building that he delivers to the owner.

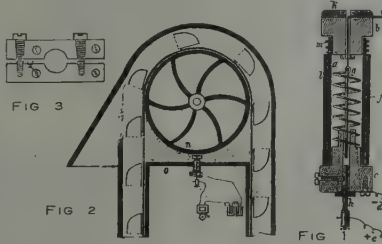
The Webster Mfg Co., of Chicago, Ill., has issued its great catalog of 574 pages devoted to everything in the way of mechanical equipment necessary in elevators of large or small size. Belt conveyors fill 68 pages, spiral conveyors and accessories 30 pages, full size illustrations of detachable link belting 24 pages, and adequate space is given to elevator buckets, boots, legs, distributing and loading spouts, car loaders, shovels and pullers.

marine legs, chain elevators, sprockets, rope transmission and fittings, friction clutches, shafting, hangers, pulleys, gears, gasoline engines, scales, grain samplers, car movers, together with valuable tables of reference, the whole copiously illustrated and indexed. This volume is invaluable to those contemplating erecting an elevator. Copies of this mammoth general catalog, No. 30, will be sent free of charge to readers of the Grain Dealers Journal on application to the company.

Fire Alarm for Elevator Heads.

Fires in grain elevators originate, in many cases, thru a choke in the elevator leg, which stops the belt while the head pulley keeps revolving. The rubbing of the surface of the pulley against the belt rapidly generates heat, which increases until the fire starts.

An alarm to warn the operator that the elevator head is becoming overheated is illustrated in the engraving herewith. A round hole is bored in the middle of the strut board for the insertion of the device, which consists of a metal plug, shown in Fig. 1. The upper stopper of the plug fits loosely and rests against the pulley. The lower electrode, h, is firmly set while the upper electrode, g, is drawn up by a cord, i, held in place by wax. Overheat-



Fire Alarm for Elevator Heads.

ing of the alarm melts the wax, releases the cord, permitting the coil spring to draw the upper electrode down into contact with the electrode, h. The closing of the circuit rings a bell placed in any convenient location. Fig. 2 shows the head with alarm in place, and Fig. 3 a clamp for holding the device in position.

This device was "made in Germany" and it is not stated whether it has been successful in preventing fires.

Exports of Breadstuffs.

Exports of wheat during March were 2,500,000 bus., making a gratifying comparison with the famine figures of March a year ago, when only 1,341,313 bus. was exported from the entire United States.

For the 9 months prior to Apr. 1 wheat shows an exportation of 29,783,000 bus., compared with 4,209,000 bus. during the corresponding 9 months of 1904-5. Even more flattering is the exhibit made by the exports of oats for the 9 months, which have been 38,175,000 bus., compared with 1,540,000 bus. Exports of other grains during the 9 months were 100,831,283 bus. of corn, 15,208,797 bus. of barley, 865,211 bus. of rye and 10,714,246 barrels of wheat flour; compared with 65,417,575 bus. of corn, 9,125,139 bus. of barley, 1,348 bus. of rye and 6,544,651 barrels of wheat flour.

The total value of the breadstuffs exported was \$146,270,048; compared with \$75,688,902 for the corresponding months of 1904-5, as reported by O. P. Austin, chief of the bureau of statistics.

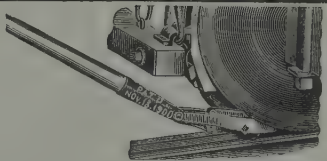
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Is decidedly the best and most powerful Car-Mover on the market, and supercedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.

Purifying Grain

Has Come to Stay.

Our best grain handlers recognize this fact, and are preparing themselves for the inevitable by installing our

PURIFYING SYSTEM

and thus fortifying themselves against competition and picking the plums the other fellow cannot reach. There are too many stained oats in this year's crop to permit of fair margins without purifying. Write us for descriptive booklet and samples. It's worth your while.

Caldwell & Barr

Earl Park, Indiana.

NOTE.—We have been granted and now own four U. S. Letters Patents covering the art and mechanism for purifying grain. Unauthorized parties who do not own any patents, and who have no license to operate under any patents, are endeavoring to construct and sell purifying or bleaching plants. Elevator owners, in order to protect themselves, should compel such unauthorized parties to give them a thoroughly good and responsible indemnifying bond against costs of infringement suits and damages, as we shall institute infringement proceedings against elevator owners in every case where our patents are infringed.

Grain Register

No. 12 AA.

This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8 1/4 x 14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contains spaces for records of 4,000 loads. The book is well printed and ruled on Sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

For Sale by

GRAIN DEALERS COMPANY,

255 La Salle St., CHICAGO, ILL.

Good Seed Corn

The whole subject of the "Production of Good Seed Corn" is briefly covered in Farmers Bulletin No. 229 of the U. S. Dept. of Agri. by Professor C. P. Hartley, from which we take the following:

Because of difference in soil, climate and length of growing season, a corn improved in one locality does not afford the best seed for localities which are unlike it. It is therefore essential that we have corn breeders in all sections of the United States.

If the soil or climatic conditions are peculiar, it is advisable to begin with a native strain that has become adapted to these peculiarities. The strain having been decided upon, the next step is to fix in mind the ideal stalk, ear and kernel, and preserve for reference a sample ear that approaches most nearly to the ideal. A field of several acres in extent of the kind of corn chosen shud be carefully gone thru, and 100 or more desirable ears selected from the most desirable stalks that can be found. The ears that have

ity, thru inherent tendency to great production.

Before the corn comes into tassel or even earlier, a few rows may exhibit marked weakness. Such rows shud have the tassels pulled from all the stalks as soon as the tassels show plainly in the top of the stalks and before pollen is discharged. In the same manner the tassels shud be pulled from all the undesirable stalks in all the rows. Undesirable stalks consist of barren stalks, stalks with many suckers, feeble or very slender stalks, and smutty stalks. In order that seed may be selected that has in no way been self-pollinated $\frac{1}{2}$ of each row is detasseled. Each row is detasseled from one end to the middle, alternating ends of adjoining rows being detasseled.

To obtain seed for general planting and for sale an increase field is grown from the remaining seed obtained from the desirable stalks of the detasseled portion of the highest ranking rows. The breeding plat will each succeeding season furnish seed more highly improved for planting the increase field.

Corn bred for several years for increased production will produce with exactly the same treatment, 10, 20 or even 40 bus. more per acre than unselected seed. Counting the increase of but 10 bus. per acre, when corn is selling at 40c per bu. well bred seed bears a money value of \$24 per bu. and the profit on the corn crop is increased \$4 for every acre grown. This estimate is very conservative, the profit often being four times as great.



Fig. 1. A Desirable Seed Ear. After Hartley, Bulletin No. 229, U. S. Dept. of Agri.

It is unwise to buy seed from persons whose method of corn breeding is unknown and whose truthfulness is not assured, and it is equally unwise to purchase in large quantity seed of a strain of corn that is not known to be adapted to the section in which it is to be planted.

Experiments conducted by the Dept. of Agri. have demonstrated that important stalk characteristics, such as height, height of ear, root growth, quantity and width of foliage, number of suckers, number of ears per stalk, are transmitted to a strong degree. It is therefore necessary to select seed ears from stalks that are well developed and this can be done only by selecting from standing stalks at ripening time.

The reproduction abundantly of a good quality of ears, the most important character of seed, is one that can be determined only by comparative growing tests. The improvement of the visible characters of a corn is not as difficult as the improvement in power to yield abundantly, but both can be accomplished at the same time by persistent selection to type from the progeny of the most productive seed ears. An ear of cylindrical shape, well rounded at each end, affords the largest percentage of grain per cob as well as kernels of the most uniform shape. The cob shud be of medium size, shud dry well and quickly, causing it to be of light weight and of a bright, healthy color. The kernels shud fit compactly together thruout their length on both sides and edges and shud be uniform in shape and length on all portions of the ear.

Fig. 1 herewith illustrates the visible characters of a desirable seed ear. Note the beautifully filled butt and tip ends, every kernel good thruout.

Fig. 2 illustrates a few undesirable points, such as grains of short and irregular shapes and a poorly developed butt and tip. In poorly selected strains of corn undesirable ears of almost every possible size and form occur.



Fig. 2. A Poorly Developed Ear of Corn. After Hartley, Bulletin No. 229, U. S. Dept. of Agri.

proved suitable shud be thoroly dried and well preserved till nearly planting time, when they shud be shelled by hand, the poorly shaped kernels at the extremities being discarded and the good kernels placed in small paper bags, the kernels from each ear in a separate bag.

In the breeding plat the best seed ears are planted in separate parallel rows, one ear to each row. This is necessary in order to determine which ears possess the invisible character of great productiveness to the highest degree. The characters of the ancestors reappear with surprising plainness. It is a mistake to give the seed plat extra care in the way of heavy fertilization or irrigation, the object of the breeding plat being to increase in a strain of corn the property of producing heavily under the natural conditions of the local-

J. J. Hill has offered \$7,875 in prizes for the best managed and best tilled farms in the Dakotas and Minnesota.

Portugal has authorized the importation until July 31 of 70,000 tons of wheat at the duty of \$1.04 per 100 pounds.

The Boddie bill placing a heavy tax on bucket-shops was defeated in the Mississippi senate Apr. 5 by a vote of 24 to 12.

The Boston & Maine recently ran a farmers' pure seed special thru Massachusetts, Vermont, New Hampshire and Maine.

An insect enemy of the Hessian fly, known as the polygnotus himialis, has been discovered by the Dept. of Agri. In districts where the parasite is indigenous the Hessian fly is said to have been exterminated.

Grain Carriers

A line from Winnipeg to Vancouver is to be built by J. J. Hill.

The Northern Pacific has ordered for 1906 delivery 182 locomotives.

Uncle Sam declares he will no longer stub his toe on the Chicago River tunnels.

Eight cars of grain were wrecked recently on the Northwestern road near Winona, Minn.

A branch from Mt. Carmel, Ill., to Evansville, Ind., is being surveyed by the Big Four.

It is rumored that E. H. Harriman of the Union Pacific has acquired control of the Illinois Central.

Surveys are being made for an extension of the Farmers' Railroad, 35 miles from Devils Lake, N. D., northeast.

Additional orders for locomotives by the Pennsylvania road bring the total for that system this year to 350 new engines.

The grain scoopers held a meeting at Buffalo recently and will have a conference with vessel owners at Cleveland, O., this week.

Contracts will be let about May 1 for grading 130 miles of the proposed Midland Central Railroad from Spalding to Springview, Neb.

The Baltimore & Ohio has given orders that all cars of less than 25 tons capacity are to be thrown into the scrap pile and not repaired, unless in good condition.

The Indiana Harbor Railroad and the Indiana, Illinois & Iowa have been consolidated as the Chicago, Indiana & Southern, under the control of the New York Central.

The National Ass'n of Railway Commissioners at the recent annual meeting at Washington elected John S. McMillan of Washington, pres., and Edward A. Moseley, secy.

The steamer Saxonia, with 247,000 bus. of flaxseed, collided with another boat in the passage at Sault Ste. Marie and sank Apr. 16. The cargo is said to have escaped damage.

No agreement on the proposed uniform B/L was reached by the uniform B/L committee at its recent meeting at Cambridge Springs, Pa., and another conference will be held soon at Chicago.

Condensation of moisture on the inside of the steel hulls of the grain laden steamers at Buffalo the past winter has damaged some of the grain by causing it to stick to the metal.

An advance in grain rates was agreed on by traffic officials at Chicago Apr. 17. From the Missouri River to the seaboard the rate will be 24c; and the rate to the gulf will be 18c from Kansas City and 19c from Omaha.

The trial of Darius Miller and other officials of the Burlington and Great Northern on the charge of rebating to the American Tin Plate Co. was begun Apr. 20 in the U. S. Court at Chicago. The officials were fined \$10,000 each and the company \$40,000.

The Illinois Car Service Ass'n was defeated recently in its attempt to collect \$297 demurrage from the Woolner Distilling Co. of Peoria, Ill. The Ass'n

asked for \$1 per day, but the court allowed only 12½c per car per day.

A bill permitting the Chicago drainage district to increase the flow thru the canal from 10,000 to 14,000 cubic feet per second will be drawn up by Colonel Ernst of the waterways commission at the request of the senate committee on foreign relations.

The International Harvester Co. is to be boycotted, it is said, by Chicago railroads for its refusal to pay demurrage. The company alleges that its switch tracks, named the Illinois Northern Railroad, entitle it to cars at 20 cents per day, the same as the charge by one road to another.

Alleging a combination among Canadian vessel owners to maintain rates, Montreal grain merchants contemplate asking the Dominion government to abrogate the regulations that prohibit American boats from carrying grain between two Canadian ports. Vessel men state that the Canadian grain trade must pay a higher rate because the lower lake ports on the Canadian side offer little return cargo.

Rice shippers in the Crowley, La., territory have secured a thru B/L to Porto Rico, which they have desired for years. On arrival at New Orleans hitherto new B/L has been made out, and the delay in sending the bill to the shipper to attach to draft has been very vexatious. Before the B/L reached Porto Rico the rice arrived and the consignee was unable to get possession without giving a bond. Now the B/L and the draft will go forward on the same ship with the consignment.

Ice in the Straits of Mackinac was broken up by a heavy wind Apr. 10, permitting navigation to open between Lakes Michigan and Huron. Two days later the steamers Livingstone and Boyce left Chicago with grain. The first boat to leave Green Bay was the steamer Brazil, grain laden, Apr. 14, with grain for Buffalo. On Apr. 15 the steamers Newmount and Madagascar, which had wintered at Fort William, Ont., cleared for Depot Harbor with grain. The arrival at the Soo of the steamers Tadousac and Midland King on the evening of Apr. 15 marked the opening of communication between Lakes Huron and Superior. The first boat to enter Duluth from the lower lakes was the steamer Socapa on the morning of Apr. 17.

Exports.

Buckwheat exports during the 8 months prior to Mar. 1 were 617,224 bus.; compared with 233,803 bus. for the corresponding months of 1904-5.

Broom corn exports during the 8 months were valued at \$172,245; compared with \$154,314 for the corresponding months of 1904-5.

Glucose exports for the 8 months were 117,023,401 pounds; compared with 114,553,451 pounds for the corresponding months of 1904-5.

Malt exports for the 8 months were 718,220 bus.; compared with 264,373 bus. for the corresponding months of 1904-5, as reported by O. P. Austin, chief of the bureau of statistics.

Jos. Schalk, grain dealer of Anderson, Ind., hung a setting of 13 eggs that had been deserted by the hen, in a basket over the steam boiler which heats his residence. Mr. Schalk's luck was so strong that 12 of the 13 eggs hatched out chicks and he is now working his incubator overtime.

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Mfrs. of the Minster Friction Clutch Pulley Friction Cut Off Couplings; Friction Clutches with extended sleeve, to which wood split pulleys, sprockets, gears, etc., can be attached. Catalog and prices on application.



Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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No instrument needed. Adapted for any kind of car door. Tampering cannot be concealed. Fastening quick and certain. Your own name and number on face. Selling everywhere.

SECURITY SEAL CO., St. Louis, Mo.

**SALES
SHIPMENTS and
RETURNS BOOK**

is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10¼ x 16¾ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car No. and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under Returns are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

No. 14AA contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

Price, \$2.00

GRAIN DEALERS JOURNAL
255 La Salle Street, Chicago.

Accurate Grain Weighing.

The principles of accurate weighing have been closely followed in the design of the grain meter illustrated in the engraving herewith, representing the American Grain Meter, resulting in the construction of a machine that is marvelous in its simplicity.

Suspended from above are three hoppers, the upper one a fixed feed hopper, the middle one a power-developing hop-

per, and the lower one the weighing hopper. By thus subdividing the operations of feeding, driving and weighing, the construction of mechanism controlling each hopper has been greatly simplified. The angle iron frame depending from the upper frame has nothing to do with the machine, simply protecting it.

The lower and middle hoppers hang free, being suspended from the opposite ends of two steel flexible chains that pass over cams keyed to the rock shaft. This shaft rocks in an arc of one-third of a circle and rides on a stationary, angle-iron frame at the top in two dustproof roller bearings. These are the only bearings in play at the moment of weighing.

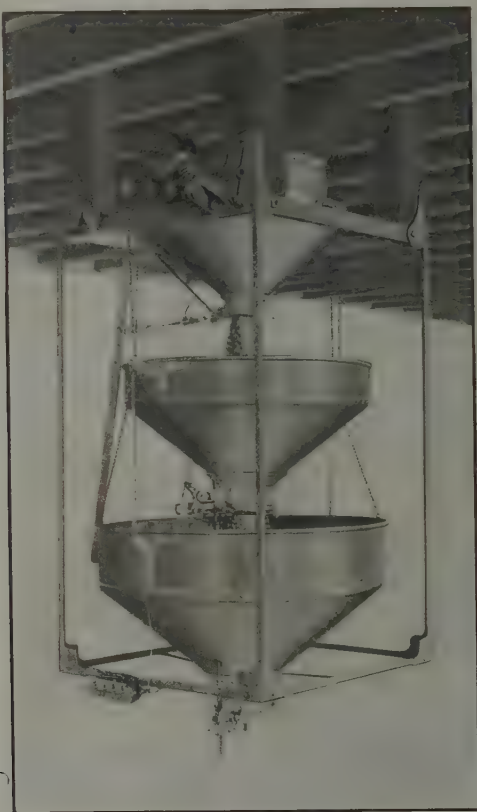
As the middle and lower hoppers are hung to the opposite ends of the same chains, they move together, but in opposite directions. The power is multiplied by the unequal diameters of the cams over which the chains pass, so that when the middle hopper moves 5 inches the lower hopper moves 2 inches.

Weighing is started by the man in charge opening the outlet gate of the feed hopper, and the grain thereafter flows continuously into the middle hopper. The

machine may be set to weigh slow or fast by having the outlet gate partly closed or fully open. The increasing weight of grain in the middle hopper soon overcomes the counterweight, and then the hopper drops, the force of the drop being utilized to open its gates, raise the lower hopper and close its gate.

When the lower hopper is in the raised position, with its gate closed, the grain flows into it until it reaches a predetermined weight, to which the counterweight

change of name the makers describe the machine more accurately, since it performs the function of a meter by recording a continuous flow. Operating continuously and automatically, with neither graduated scale beam with sliding indicator, weights or knife-edge bearings, it seemed a misnomer to call it a scale. A number of improvements also have been incorporated in the new machine. The American Grain Meter Co. will furnish additional information on application.



The American Grain Meter.

has been accurately adjusted. Then the lower hopper drops, instantly closing the gates of the middle hopper. It is this instant shutting off of the inflow of grain into the weigh hopper that accomplishes the remarkable accuracy that this machine has shown in service. This cut-off is capable of extremely delicate adjustment, and the adjustment remains the same, undergoing no alteration thru wear or the conditions of service.

The American Grain Meter is made entirely of steel and iron by skilled workmen. It requires little space, is easily installed, and, being suspended, accommodates itself to the settling of the elevator without its accuracy being impaired.

An automatic register is furnished with each machine, which can be attached to the frame, as shown in the engraving, or to the floor above or below. The meter is built in sizes of capacity from 250 to 5,000 bus. per hour. Its cost is a little more than a hopper scale, but it requires no man to keep account of the weight.

Under the name of the Bowlus Automatic Weighing Machine this weigher, tho of recent introduction, has rapidly been making a reputation for accuracy. By the

Liability of a Railroad Company for Failure to Provide Cars.

Secy. Wells of the Iowa Grain Dealers Ass'n favors us with the following opinion on the liability of Iowa railroads for failure to provide cars:

John & Doe, of Iowa, having sold corn for December delivery, on December 18, 1905, requested the X. Y. Z. railway company to furnish at his station twenty cars for shipment to Chicago of shelled corn. The request was accompanied with the statement that the corn was sold for December delivery. The request was not complied with. No cars were furnished during the month of December and John & Doe were in consequence obliged to make settlement with the purchaser for non-fulfillment of the contract at a cost of \$75.00. The December rate was fifteen cents per cwt. On January 1 the rate was advanced to sixteen cents per cwt. to be effective on January 10.

On January 6 John & Doe renewed their order for twenty cars. The request was accompanied with the statement that the cars were desired for shipment before the 10th inst., in order to avoid the advance in the rate. But one car was furnished previous to January 10, and in consequence the shipper was obliged to pay the advanced rate. Upon the case stated, we have reached the following conclusions:

1st. It is provided by Code Section 2,116 as follows: "Every railway corporation shall when within its power to do so and upon reasonable notice furnish suitable cars to any and all persons who may apply therefor, for the transportation of any and all kinds of freight and receive and transport such freight with all reasonable dispatch * * *"

It is required by Section 2,113 that the Railway Commissioners may require any railway company to make additions to its rolling stock, if in the judgment of the Board it is necessary for the reasonable accommodation of the public.

2d. In our opinion the provisions of Code Section 2,116 above quoted, express the measure of duty imposed upon a railway company, and if a railway company upon reasonable notice should fail to furnish cars demanded, when it was reasonably within its power to do so, it would be liable in damages to the shipper making such demand.

3d. The damages to which a railway company would subject itself, under the conditions stated above, would include and embrace all the loss sustained as a direct consequence of the failure to provide cars. This would comprehend damages to which the shipper was subjected by reason of inability to fulfill contracts, where the railway company was notified that shipment was desired to be made to fulfill contracts within a given time. Also, probable depreciation in market and also loss occasioned by advance in freight rates.

4th. It is to be observed that the duty imposed upon a railway company to furnish cars arises only upon reasonable notice. Reasonable notice is a relative mat-

ier, dependent upon conditions and circumstances and is always a question of fact to be determined with respect to such circumstances. It would appear to us that a notice on December 18 for cars to be spotted for shipment during the month would be a reasonable notice.

5th. Reasonable notice having been given, a railway company's obligation to furnish the cars and responsibility in damages for a failure depends upon a failure to furnish the cars demanded, "when within its power to do so." The railway company is not bound in performance of its duty to the public to have sufficient cars to enable it to meet extraordinary demands on the part of shippers. Every company is bound to provide sufficient rolling stock to enable it to receive, and transport with reasonable dispatch, all freight tendered to it. If a railway company is so inadequately supplied with rolling stock as to render it unable for that reason to comply with reasonable demand for cars, that would be a failure to perform the duty imposed by statute and should render it liable in damages.

But in this connection, it is important to observe the provisions of Code Section 2,113, conferring upon the Railway Commissioners power to order an addition to the rolling stock of a railway company. In the absence of any requirement on the part of the Railway Commission in respect to the rolling stock of a railway company, it might well be said that its rolling stock was not inadequate. However, that may be, it, nevertheless, is a question of fact, whether the rolling stock of the company is or is not adequate for the reasonable requirements of the public. It is also a question of fact whether in a given instance, a railway company has failed to furnish cars, "when within its power to do so."

6th. Speaking directly with reference to the case in hand, we are of the opinion that the railway company is responsible to John & Doe upon the case stated, if it was within the power of the X. Y. Z. railway company to furnish the cars demanded for the December shipment, and also for failure to furnish for the January shipment.

We do not have data to enable us to determine the question of fact involved as to whether it was or was not within the power of the company to furnish the cars. As a practical matter, it would seem to us, that upon the question of whether the railway company was justified in its failure, under the circumstances, the shipper would be at a disadvantage. The testimony and the facts are all within the knowledge of the railway company. If it could be ascertained that the company filled requisitions for cars to other shippers upon notice received on the same day, or immediately following the notice from John & Doe that would probably be sufficient to sustain the point in favor of the shipper.

7th. In our opinion, the letters of December 18 and January 6 are sufficient in their specifications to inform the railway company of the purpose and necessity of the cars demanded.

8th. We are unable to find that the question involved has been ruled upon in any opinion of the Supreme Court of the state. The legal propositions involved, however, are well settled and as we believe are as above set forth.

Durum wheat will be sown this spring on the largest acreage in its history.

Tax-free alcohol, denaturized, for use in the arts, is the crying demand of the day.

Taxation of Grain in North Dakota.

The assessment of grain in a country elevator against the former owner, who has made an oral sale, is the subject of a decision recently given by the Supreme Court of North Dakota in the suit by the St. Anthony & Dakota Elevator Co. against the county of Cass, to recover money paid for taxes on grain in store Apr. 1, 1897, the suit having been several years in going thru the courts.

The elevator company sold the 35,000 bus. of grain in store in its elevator at Page City, N. D., to the Barnum Grain Co. on Mar. 17. No money was paid and no papers drawn up. Delivery of 5 receipts calling for 35,000 bus. was made between Mar. 19 and July 1, and no actual delivery of the wheat was made before Apr. 19.

Chief Justice Morgan said: It is true that the parties could have agreed that title should pass immediately, or delivery could have been immediately made under an agreement for final settlement of price after grading at Duluth, but there is nothing to show that such was the understanding. Such an understanding will not be presumed. It must be shown to have existed.

It is claimed that the title may pass before delivery in certain cases, and we do not dispute the proposition. But the facts must show that such was the intention of the parties. That is the test as to whether the title has passed or not. In this case there is nothing to show that the parties intended that title should pass before delivery of the wheat and payment of the price. There was nothing said nor done when the sale was made showing that title was intended to pass immediately, nor that delivery was then to be made. It is also beyond dispute that there was nothing said or done when the sale was agreed on to show that an immediate delivery was then and there to be made, nor was anything said that title should then and there pass to the buyer, although delivery was to be made later. Nor was payment or part payment made before Apr. 1, nor was there any act done, or word said, showing that there was a delivery by symbol.

The plaintiff could not have recovered for the price of the wheat if an action therefor had been brought against the Barnum Grain Co. on or before Apr. 1, 1897. This is a satisfactory test as to whether the title has passed. Inasmuch as the contract involved the sale of personal property valued at more than \$50, an oral contract would not be valid, unless in writing or accompanied by a memorandum subscribed by the vendor in the case, or there was a delivery or part delivery, or payment or part payment, under section 3958, Revised Codes. Before delivery is sufficient to do away with the requirement that the contract shall be in writing or evidenced by a memorandum, both parties must be parties to the delivery. That is, the seller must deliver and the buyer must accept and receive the property or some of it.

Plaintiff's contention that it became a bailee of the wheat after the contract was entered into is also untenable. It is true that such an arrangement might legally have been entered into, but such a contract or bailment will not be presumed.—106 N. W. 41.

The bill removing the revenue tax from denaturized alcohol used in the arts and manufactures passed the House Apr. 16 by a vote of 222 to 7.

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calls attention to manufacturers seeking a new location to its Industrial Department. This department is established for the benefit of manufacturers. Information on the three Rs of manufacturing—Power, Raw Material, Market—can be had by writing

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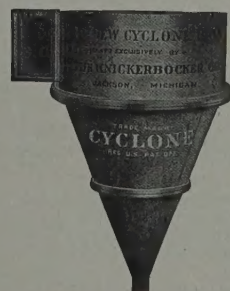
W. H. MANSS,
Industrial Commissioner
209 Adams St.,
P127 Chicago

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

There is but one "Cyclone Dust Collector"

**"THE
NEW CYCLONE
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**Stops Back Pressure
on Fans**

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KNICKERBOCKER CO.**
JACKSON, MICH.

Supreme Court Decisions

A railroad cannot contract in a shipping contract against its own acts of negligence.—*Southern Kansas Ry. Co. of Texas v. J. W. Burgess Co. Court of Civil Appeals of Texas.* 90 S. W. 189.

Any one performing labor or rendering service in the production of a crop may have a lien for his labor and services on the entire crop produced.—*Beckstead v. Griffith. Supreme Court of Idaho.* 83 Pac. 764.

In order for a custom to be regarded as part of a contract, it must have been actually or constructively known and be consistent with the contract.—*Denton Bros. v. Gill & Fisher. Court of Appeals of Maryland.* 62 Atl. 627.

Where defendant sold hay to plaintiff, but delivered it to other persons, a demand for the hay was not necessary to the maintenance of an action to recover the price paid in advance.—*Fay v. Fitzpatrick. Supreme Court of Iowa.* 105 N. W. 398.

An agreement, as incidental to the sale of property as a business, that the seller will not enter into a competing business, is valid and enforceable, notwithstanding it is in partial restraint of trade.—*Camori-McConnell Co. v. McConnell. Circuit Court, S. D. Alabama.* 140 Fed. 412.

Where a contract of sale provides for delivery "when able to get cars and the weather permits," the seller must, when sued for a breach of the contract, plead the existence of a condition to take advantage thereof.—*Omaha Feed Co. v. Rushforth. Supreme Court of Nebraska.* 106 N. W. 25.

The fact that proceedings before arbitrators were not in writing, and that neither the arbitrators nor witnesses were sworn, does not necessarily vitiate a common-law arbitration, but constitutes mere irregularities which may be waived.—*Hurst v. Funston. Court of Civil Appeals of Texas.* 91 S. W. 319.

A sale of goods in possession of a carrier after arrival at destination, but before delivery, did not relieve the carrier from the duty to the buyer, derived from the consignee, to place the goods in a position of accessibility for delivery.—*Russell Grain Co. v. Wabash R. Co. Kansas City Court of Appeals, Missouri.* 89 S. W. 908.

After the lapse of a reasonable time for the consignee to remove the goods after he has been given notice of their arrival at their destination, the liability of the common carrier as such ceases, and its liability thereafter, if any, is that of a warehouseman.—*Becker v. Pennsylvania R. Co. Supreme Court of New York.* 96 N. Y. Supp. 1.

Failure to present a check does not bar recovery from the drawer, if the time intervening between delivery thereof and the failure of the bank is not sufficient for presentment by the exercise of such diligence as the law requires.—*Lewis, Hubbard & Co. v. Montgomery Supply Co. Supreme Court of Appeals of West Virginia.* 52 S. E. 1017.

A seller who ships the goods addressed to the buyer at the time specified in the contract is entitled to recover the contract price, though the buyer did not take the goods from the carrier, where the con-

tract had not been repudiated by the buyer before the shipment.—*Fountain City Drill Co. v. Peterson. Supreme Court of Wisconsin.* 106 N. W. 17.

A requirement of a board of trade that every applicant for its continuous market quotations shall, as a condition precedent, obligate himself not to use them for conducting a bucket shop, is a reasonable regulation, and will be enforced by the courts.—*Western Union Tel. Co. v. State ex rel. Hammond Elevator Co. Supreme Court of Indiana.* 76 N. E. 100.

Where, in an action to recover for injury to freight shipped from a foreign state, the carrier sets up a special contract, the consignee may show that the contract was void under the laws of the foreign state without pleading such laws.—*North Carolina Corporation Commission v. Seaboard Ry. Supreme Court of North Carolina.* 52 S. E. 941.

Where the parties to an arbitration have had a full and fair hearing, the court will not consider the merits of their dispute and review the findings of law or fact made by the arbitrators, nor substitute its opinion or judgment for theirs, but will require the parties to abide by the award.—*Roberts Bros. v. Consumers Can. Co. Court of Appeals of Maryland.* 62 Atl. 585.

Where the seller of merchandise sent the Bs/L with draft attached to a bank, which delivered the Bs/L to the buyer upon a mere acceptance of the drafts, without payment, the bank became liable to the seller; but the buyer was guilty of no breach of contract, entitling the seller to avoid its contract.—*John E. Hall Commission Co. v. R. L. Crook & Co. Supreme Court of Mississippi.* 40 South. 20.

In an action for breach by the buyer of a contract for the sale of cotton seed, allegations that plaintiff did not have the seed and could only obtain it by purchase in the open market, and that it had never paid the privilege tax required of persons engaged in the business of purchasing cotton seed, stated a defense.—*Gloster Oil Works v. Buckeye Cotton Oil Co. Supreme Court of Mississippi.* 40 South. 225.

In an action of tort against a carrier for the conversion of goods consigned to the plaintiff, the carrier cannot take advantage of his own wrong in lessening the measure of his liability by invoking a stipulation in B/L that, in the event of loss, the measure of damages shall be the value of the property at the time and place of shipment.—*Merchants & Miners Transp. Co. v. Moore & Co. Supreme Court of Georgia.* 52 S. E. 802.

Where the action of the corporation commission in requiring a railroad company to install a private switch has been affirmed by the circuit court on a jury finding that the requirement was reasonable, the fact that the switch would increase the danger of operating the road is no cause for reversing the judgment of the circuit court.—*Frasier v. Charleston & W. C. Ry. Co. Supreme Court of South Carolina.* 52 S. E. 964.

In an action against a railroad for destroying property by negligently emitting sparks from an engine, instructions that plaintiff was not entitled to recover if defendant's engine was carefully operated, nor unless it was improperly handled, were properly refused, in that they ignored the condition of the engine as to its appliances for preventing fires.—*Alabama Great Southern R. Co. v. Clark. Supreme Court of Alabama.* 39 South. 816.

An oral sale of personal property without actual or constructive delivery or payment of any part of the price, and without any special agreement as to immediate delivery or change of title, is not a completed sale, and the title does not pass to the purchaser, but remains in the seller, and the property was properly assessed against the seller in whose possession it remained on April 1, 1897.—*St. Anthony & D. Eltr. Co. v. Cass County. Supreme Court of North Dakota.* 106 N. W. 41.

Where, by the negligence of a telegraph company in delivering a message sent by plaintiff, he lost an opportunity to buy wheat at a certain price, the wheat subsequently advancing, the fact that he did not thereafter buy any wheat at the advanced price did not preclude him from recovering, in an action against the telegraph company, the difference between what he would have been compelled to pay in the open market and the price at which he could have obtained the wheat, if the message had been delivered.—*Western Union Tel. Co. v. T. H. Thompson Milling Co. Court of Civil Appeals of Texas.* 91 S. W. 307.

Where a stockholder buys securities for a customer advancing all the money, a written notice to the customer to take up the securities so bought or supply margins for carrying them, stating that "unless he does so before a certain date 'we shall sell this stock for your account and hold you responsible for the loss,' is defective, where it contains no statement as to the time or place of sale, and, in the absence of any agreement dispensing with such notice, a sale "on the curb" constitutes a conversion, though the customer has failed to respond on the day stated.—*Content v. Banner. Court of Appeals of New York.* 76 N. E. 913.

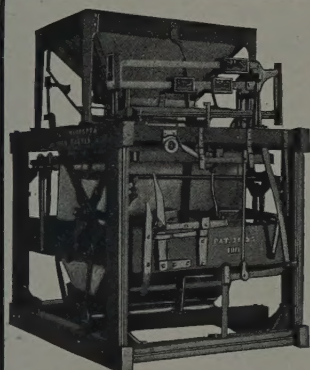
In proceedings for the expulsion of a member of an exchange, a charge that plaintiff, a member of a named firm, at a certain date, with intent to defraud, did acts detrimental to the welfare of the exchange in connection with the sale of certain stock for a certain person named, between June 15, 1900, and August 16, 1900, at which time the member withdrew from his firm, was sufficient to fairly inform such member that he was charged with fraud defined by the by-laws in relation to particular transactions within two specified months.—*Williamson v. Randolph, pres. Consolidated Exchange. Supreme Court of New York.* 96 N. Y. Supp. 644.

Where a stockbroker purchased stock on a rising market to close out a short account of a customer, and the customer afterwards deposited other shares of stock with the broker as collateral security for the sum due the latter on account of the purchase, the fact that the stock pledged as collateral was in peril of sale in case the customer defaulted in the payment of the indebtedness, according to the agreement under which the stock was pledged, did not, in the absence of a threat by the broker to sell the stock in violation of the agreement, constitute duress in making the payments.—*Buck v. Houghtaling. Supreme Court of New York, Appellate Division.* 96 N. Y. Supp. 1034.

The Supreme Court of Minnesota has recently affirmed the decision of the lower court in favor of the Northwestern Elevator Co. in a suit brought by a farmer, Henry Kramer, to recover for wheat sold to its agent, one Keeley, at Clara City, Minn. Under his instructions from his principal, it was the duty of Keeley to give to parties delivering grain at the elevator a warehouse receipt and make daily reports of his business to his principal. It ap-

pears, however, that when the plaintiff delivered wheat at the elevator Keeley, instead of giving him a regular warehouse receipt, was in the habit of delivering a memorandum made on any loose slip of paper which was convenient. Plaintiff received these slips and placed them in a box in his trunk at home, and whenever he wished to sell any wheat he took the slips from the box at random and presented them to Keeley, and received the market price of the wheat at that time without any reduction for storage charges. Occasionally the plaintiff received money from the agent without delivering slips, and he then authorized Keeley, whenever he needed money, to sell enough wheat to reimburse himself for the advances thus made. There seems, also, to have been some arrangement by which the plaintiff's wheat was to be reported to the company

as sold at a higher price than the market justified. Although it was Keeley's duty to make daily reports to the company of all wheat received, he never reported grain received from plaintiff until it was actually sold and the money paid to the plaintiff out of the cash belonging to the company. At that time a warehouse receipt was made out in the usual form, showing that the wheat was received and paid for on that date, marked "Canceled," and sent to the company with the daily report. The complaint alleged that the plaintiff had disposed with the defendant 1,260 bus. of wheat, and that the defendant accepted the wheat and agreed to purchase and pay for the same on demand at the then market price; that demand had been made and that payment had been refused; and that defendant denied that any grain had been received.—106 N. W. 86.



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For weighing grain into cars, bins or sacks.

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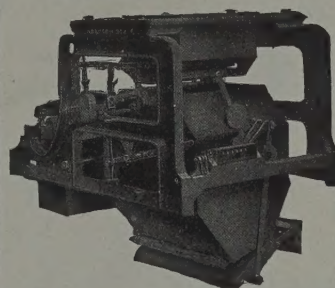
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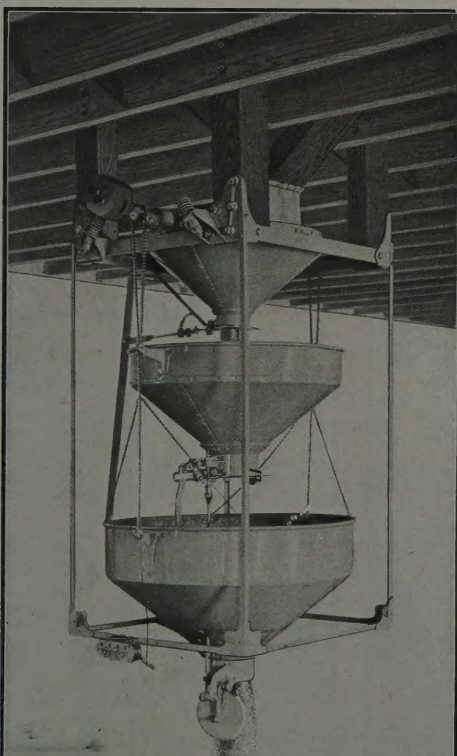


To keep an accurate record
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THE AMERICAN GRAIN METER

How's this for Accuracy?

1/24 of 1 per cent.

Osborne, Ohio, March 17, 1906.

We this day unloaded the wheat from cars L. S. & M. S. No. 45534 and Erie No. 75054 into elevator C of Tranchant & Finnell at Osborne, Ohio.

The wheat was first run through an American Grain Meter, with which the above elevator is equipped, and automatically weighed.

This grain meter discharges directly into a Fairbanks Hopper Scale where the wheat from car No. 45534 was again weighed in fifteen bushel drafts. The results were as follows:

	Weighed by American Grain Meter	Weighed by Fairbanks Hopper Scales
Car No. 45534	998.23 Bu.	997.58
Car No. 75054	1000.26 "	* * *

Signed, J. E. Heedwohl, Weighmaster.

Personally appeared before R. H. Swadner, a Justice of the Peace in and for Bath Township, Greene County, Ohio, J. E. Heedwohl, who solemnly swears the above statement is correct.

R. H. Swadner, J. P.

The above two cars of wheat were shipped to us from Chicago, and the official weights were L. S. & M. S. No. 45534, 1000 Bus, and Erie No. 75054, 60000 lbs.

The simplicity of the American Grain Meter and its accuracy ought to appeal to all handlers of grain in car loads. We regard it as an indispensable adjunct to our elevator, as it makes no mistakes and saves the expense of weighing on hopper scales.

TRANCHANT & FINNELL.

AMERICAN GRAIN METER CO., Springfield, O.

Great Western Mfg. Co., Kansas City
Allen P. Ely & Co., - - Omaha
Brown & Varney, - - - Cincinnati

J. R. Detweiler, - Chicago
Robt. Craig, - Minneapolis
Robinson, - Des Moines

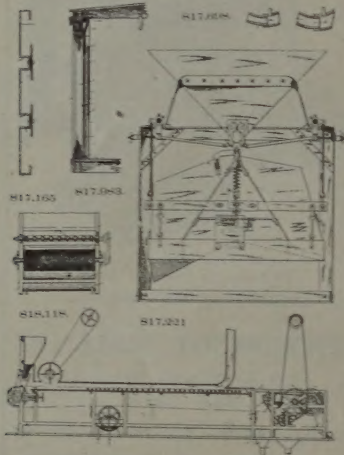
Patents Granted

Carbureter. No. 817,721. Jay C. Lewis, Shelby, O.

Carbureter. No. 817,941. Chas. Stute, Newark, N. J.

Spark plug. No. 818,372. Bert W. Hallstead, Scranton, Pa.

Carbureter. No. 817,903. Alphonso S. Comstock, Evanston, Ill.



Carbureter. No. 817,641. Coleman B. Harris, Wilmington, Del.

Air and Gas Engine. No. 817,706. Allen O. Haney, Shakespeare, Ind.

Oil Engine. No. 817,671. Canfield J. Rousseau, New York, N. Y., and Elmer C. Ferris, Stamford, Conn.

Clover Seed Cleaning Machine. No. 818,118. (See cut.) Thos. M. Prine, Toledo, O. The weed seeds possessing a mucilaginous coating are removed by a moistened belt.

Corn Crib. No. 817,165. (See cut.) Joseph W. Engelke, Modale, Ia. The boards forming the walls of the crib are held in recesses formed in a series of angle irons. Swivels on the angle irons keep the boards in place and permit their removal.

Grain Door for Cars. No. 817,983. (See cut.) Edward J. Noblett, Chicago, Ill. The door sections are hinged horizontally to fold inwardly and at each side of the door is a vertical guide strip adapted to receive guide pins at opposite edges of adjacent sections. The door slides upward vertically and is fastened in raised position to the car roof.

Drying Apparatus for Malt. No. 817,698. (See cut.) Emil Ellerman, Berlin, Germany. A casing contains a shaft surrounded by a system of concentric pipe coils. The material passes between the shaft and coils and returns exterior to the coils. The connected series of concentric coils is composed of pipes of successively different diameters.

Weighing Machine. No. 817,221. (See cut.) Ewan Cameron, Brooklyn, N. Y., assignor to U. S. Automatic Recording Scales Co., New York. The weighing machine consists of a frame having a tilting receptacle mounted thereon under a

hopper. The outlet gates of the hopper are gradually closed as the receptacle is filled. The receptacle carries an arc provided with notches, and a lever engaging with a notch, the lever being disengaged by the weight of the material to permit the tilting of the bucket.

Re-Inspection of Wheat at St. Louis.

BY L. C. BREED.

The re-inspection of the wheat in public elevators at St. Louis was started and proceeded a day or two, when certain elevator interests took the position that under the law governing the matter, they were not required, arbitrarily, to suspend their business for this purpose, but were allowed to set a time for the performance of the work of handling and weighing the grain, that would be such as would not involve them in an unreasonable amount of expense and not too seriously interfere with the execution of engagements already entered into.

The latest phase of the matter is the further refusal of certain elevator proprietors to comply with the order, unless they are paid $\frac{1}{4}$ ¢ per bu. for the expense of reweighing the wheat. Prominent milling men claim that this is the first time that such a demand has been made by the elevator men, and on this point a fight is liable to be made. On the other hand, the elevator men state this is the first instance of such a proposal being made.

The contention of the millers is that they wish to purchase the May option with a view to taking the wheat for milling purposes, and are afraid that such wheat as will be tendered them on their contracts will not produce sound flour. It is claimed that they are disposed to insist on a stricter construction of the rule defining the grade of No. 2 wheat than is implied by the rule or warranted by custom; for example, it is understood that they claim that the wheat to be delivered on contract must be absolutely free of unsound grain, while even wheat known as seed wheat might, and often does, contain some damaged kernels. It is, however, admitted by elevator proprietors, that it would not, and should not, be considered allowable to deliver wheat that would not make sound flour, and they claim that, in view of the fact that over a million bushels of grade wheat have in the past few months been furnished by St. Louis elevators and manufactured by mills into flour, it is not just to them to insinuate that they contemplate now, or at any time, tendering such wheat as would render it impossible to manufacture sound flour from it.

The elevator proprietors call attention to the following facts, referring to the Missouri conditions governing this matter:

That St. Louis elevator companies are thoroughly responsible financially; that they are chartered to the state and heavily bonded to the Merchants Exchange; that they are supervised in inspection and weighing, by the state both in and out; that they are subject to revision by the state's expert grain bureau. That they pay all claims promptly, and if they did not do so, they could be compelled to do so by both legal and commercial process. They further claim that there is no specific complaint that they have delivered out any grain below grade, and that the present contention is too general and vague to warrant interference with the business of the companies, being based on the supposition that possibly some one

may be wronged next month on May contracts, which, of course, have not yet matured, and that such a general complaint would not be considered in law. These parties contend that it is time enough to set up a claim when delivery time arrives, if the wheat tendered is not up to grade and that there is provided for the buyer ample protection and recourse. As a matter of fact, they claim that St. Louis grades of No. 2 hard winter, for instance, will grade at Chicago, and Chicago No. 2 hard will grade here, that Omaha No. 2 hard generally attains that grade here, though occasionally it goes No. 3 on St. Louis inspection, clearly proving that the customary commercial construction of the word "sound" in the rule is by no means restricted to St. Louis.

Imports and Exports of Hay.

Hay imports for the 8 months prior to Mar. 1 were 38,746 tons; compared with 34,745 tons for the corresponding period of 1904-5.

Hay exports for the 8 months were 47,102 tons; compared with 42,066 tons for the same months of 1904-5, as reported by O. P. Austin, chief of the bureau of statistics.

Corn Oil and Cake Exports.

Exports of oil/cake for the 8 months prior to Mar. 1 were 33,064,388 pounds of corn oil cake and 490,301,381 pounds of linseed oil cake; compared with 15,170,515 pounds of corn oil cake and 443,264,564 pounds of linseed oil cake for the corresponding months of 1904-5.

Exports of corn oil for the 8 months were 2,541,176 gallons; compared with 1,916,295 gallons for the corresponding months of 1904-5, as reported by O. P. Austin, chief of the bureau of statistics.

Imports and Exports of Rice.

Imports of rice and rice products for the 8 months prior to Mar. 1 were 38,045,171 pounds of rice and 61,293,594 pounds of rice flour, rice meal and broken rice; compared with 27,259,144 pounds of rice and 47,097,992 pounds of rice flour, rice meal and broken rice for the corresponding months of 1904-5.

Exports of rice and rice products during the 8 months were 2,843,436 pounds of rice and 29,649,637 pounds of rice bran, meal and polish; compared with 42,896,928 pounds of rice and 30,057,314 pounds of rice bran, meal and polish for the corresponding months of 1904-5.

Exports of foreign rice and rice products for the 8 months were 7,323,345 pounds of rice and 461 pounds of rice flour, rice meal and broken rice; compared with 6,248,408 pounds of rice and 10,000 pounds of rice flour, rice meal and broken rice for the corresponding months of 1904-5, as reported by O. P. Austin, chief of the bureau of statistics.

W. W. Miller, secy. of the Ohio State Board of Agri., died Apr. 8 of apoplexy at his home at Castalia, O.

The May to report of the Government Crop Estimating Board will give the percentage of the wheat area abandoned, the condition of winter wheat and rye and the percentage of plowing done.

Great quantities of cereals were rushed into Austria-Hungary to escape the higher tariff effective Mar. 1. Imports of barley were valued at \$10,200,000 for January, 1906, against \$700,000 for January, 1905.